

# Auto EXPRESS

THE CAR NEWS WEEKLY

## FIAT 124 SPIDER

OFFICIAL

Turbo  
roadster  
promises  
even more  
fun than MX-5



# NEW GTI MEGA TEST

Fireworks guaranteed as Britain's best hot hatches square up



308 GTI



Focus ST



Leon Cupra

**815 bhp**  
**HEAD-TO-HEAD**  
...but which  
is No.1?

THIS WEEK

## Bentley's secret SUV exposed



EXCLUSIVE IMAGE

Extreme coupé-SUV coming, plus Bentayga driven

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Honda  
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points to  
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## NEW PEUGEOT 208

MOTION & EMOTION





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VALUE  
CHRISTMAS  
GIFTS**  
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## Online this week



## Win a superb prize in our festive giveaway

OUR '12 Days Of Christmas' prize giveaway in association with Carbuyer.co.uk starts on Tuesday (1 December). Each day we'll run a special competition, with 12 prizes up for grabs on day one, counting down to our fantastic mystery grand prize on the 12th day of the promotion. Among the prizes are car care hampers, books and model cars. And we'll even get the goodies to you in time for Christmas! Follow us on Facebook and Twitter for full details on how to enter.

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## AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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# Can the 124 Spider be the car to reignite Fiat's fortunes?



**AE** FIAT knows all too well how to play the retro card – without the 500, it's possible the company might not be here today. So it's a smart move to look to yesteryear for inspiration when it comes to the launch of a new roadster.

The original Fiat 124 Spider was a massive hit in the sixties, especially in the US, which accounted for around 75 per cent of sales. The new model certainly got plenty of attention at the LA Motor Show, drawing one of the biggest crowds of press day (only beaten by the gathered throng jostling to hear VW's US boss apologise yet again).

Fiat's senior product manager, Piergiorgio Di Miscio, told me: "The new car is inspired by the original, but it perfectly embodies our brand DNA today. It gives us a different brand image and will get people visiting dealerships to buy our cars."

He's hoping the Spider's 'halo' properties will help Fiat shift cars like the 500X, which by all accounts isn't selling as well as it was hoped. I'm surprised by that – I reckon it's the best of Fiat's 500 family by some margin.

I've also heard rumours from within Fiat that projects like the Panda Qashqai rival, revealed by Auto Express in Issue 1,259, haven't been killed and could soon be revived. That'd be great news.

The only problem is Fiat is pinning plenty of hopes on the 124 Spider, a car that – how can I put it – just doesn't look sexy enough in the flesh.

Fiat people in LA had clearly been told not to mention the Mazda MX-5, the car the Spider is based upon. But reading between the lines, the Fiat may well be better to drive, even if it doesn't look better than the Mazda. Either way, the 124

Spider is a step in the right direction that will hopefully soon see Fiat back to its brilliant best.



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# Striking Fiat 124 Spider raises the roof

■ Wraps come off thrilling rear-wheel-drive roadster at LA show

■ Based on Mazda MX-5, but features 1.4 turbo from Abarth 500



**Richard Ingram**

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**AE** NEARLY 50 years since the original was introduced, Fiat has pulled the wraps off its new 124 Spider at the LA Motor Show, and here we can reveal the rear-wheel-drive sports car in all its glory for the first time.

It's the result of a joint venture between Fiat and Mazda, and is based on the sweet-handling fourth-generation Mazda MX-5. The 124 Spider will go on sale here next summer, priced from around £20,000.

Despite sharing underpinnings, the two roadsters look very different. In fact, lead designer Felix Kilibertus told Auto Express there was no collaboration on the Fiat's styling. "We started the project in 2013, and while we had details of the technical package, we didn't see the MX-5 before its launch," he said. "Our guiding start was the vintage 124 Spider, but we wanted to reinterpret it as a modern icon. It's a mainstream, yet aspirational car."

The most noticeable feature is the nose, with a long bonnet and bespoke headlamps. It gets a jutting jawline, hexagonal grille and caved-in LED daytime running lights. The rear end is completely different to the MX-5's, too, with hints of the old Dodge Viper in its design. Fiat says it's defined by two main features: the 'seagull' wings that fall inwards towards the bootlid, and the sharp horizontal tail-lamps, which echo those on the Fiat 500.

At the rear, a spoiler and twin exhausts hint at the car's sporting intent – although the forthcoming Abarth version (revealed in Issue 1,380) is expected to look even racier.

In terms of engines, Fiat will ditch Mazda's naturally aspirated 1.5 and

2.0-litre units in favour of the Abarth 500's 1.4-litre turbo petrol. The car will weigh around as much as the lower-powered MX-5, but with 138bhp and 240Nm of torque it's expected to cover 0-62mph in around 7.6 seconds and hit 140mph flat out.

The 124 should be as much fun to drive as the Mazda, with a six-speed manual box, double wishbone front and multilink rear suspension and responsive steering.

In fact, sporty handling is a priority. Lead engineer Enrico Genchi said: "Other roadsters have more body roll, but we have reduced that and our engine has more torque, which will improve the driving experience."

"The 124 Spider is a global collaboration, but the chassis is the same in every market. A sporty car is a sporty car all over the world."

Inside, every dial, switch and button is carried over from the Mazda, with the same seven-inch colour display and swivel wheel control. Like the MX-5, the 124's roof is hand-operated, with no electric option available.

All Spiders get Bluetooth and a six-speaker stereo with USB as standard. An enhanced set-up brings a seven-inch touchscreen sat-nav, DAB and a reversing camera.







## OFFICIAL



**INTERIOR** Apart from the Fiat badging, the newcomer will look familiar to Mazda owners inside, with the switchgear carried over wholesale, as well as the seven-inch colour display. Buyers will be able to upgrade to touchscreen nav, too

## Opinions split as readers debate roadsters' styling



THE 124 Spider has struck the first blow in the battle with its sister car, Mazda's MX-5 (above). We asked users of [autoexpress.co.uk](http://autoexpress.co.uk) which model they thought was the better looking – and as Auto Express went to press, it was the Fiat which was narrowly ahead in the voting. Opinions were pretty equally divided, but the 124 Spider just edged it, taking 52.5 per cent of the vote as opposed to the Mazda's 47.5.



# Bentley's secret supe

**EXCLUSIVE IMAGE**

Poblete



## ...As electric hypercar gets green light

**Battery-powered Ferrari rival to be based on EXP 10 Speed Six**

AS well as the super Bentayga coupé-SUV – shown in our exclusive image above – Bentley has revealed plans for an all-electric two-seater hypercar based on the gorgeous EXP 10 Speed Six concept. It'll rival the likes of McLaren's 675 LT and the Ferrari 488 GTB in terms of performance, despite having zero emissions.

Speaking at the launch of the new Bentayga in Spain, Bentley CEO Wolfgang Dürheimer confirmed to Auto Express that both cars are now very much in line for full production, albeit with some fine-tuning to ensure the business cases stack up.

Both cars are the result of the Bentayga being such a runaway success, in terms of initial sales. First-year production of the Bentayga has been expanded from 3,500 cars to over 5,000 thanks to unprecedented demand for the £160k SUV. This means the investment required to make such exciting new cars is already being generated. "The

customer response to EXP 10 Speed Six was phenomenal, and so we want to build on this and make it a reality," said Dürheimer.

"We are investing more than ever before, over 840 million Euros over three years. Our people and our products are key to our future." That is why these two radical new Bentleys are now very much on the agenda at company HQ in Crewe, Cheshire.

Initial speculation about the EXP 10 Speed Six centred on the car being powered by a more powerful version of the Bentayga's twin-turbo W12 engine, but Dürheimer told Auto Express that he wants the car to be fully electric, and boast the equivalent of at least 500bhp. It may even be rear-wheel drive, according to Bentley's product line director, Peter Guest.

It's unclear whether Bentley's all-electric sports car will be realised before or after the Super Bentayga SUV, but both models are expected within the next 12 months.

**OFFICIAL**

### SHOW STOPPER

New sports car is likely to follow styling of well received EXP 10 Speed Six concept, first seen at Geneva Motor Show in March





# r SUV plans exposed

**"Hot SUV will get bigger bumpers and wheels, plus sportier stance, while being more aerodynamic"**



**Steve Sutcliffe**  
mail@autoexpress.co.uk

**AE** BENTLEY will unleash not one but two brand new luxury cars, it has emerged, as early as spring next year.

The first will be a faster, more powerful and more dramatically styled version of the Bentayga (driven on Page 26). Think BMW X6M and then some, according to Bentley insiders.

Our exclusive main image shows how the new hot Bentley could look, complete with sloping coupé-style roofline and bulging wheelarches.

Bentley product line director Peter Guest said the new car will be "much more biased towards on-road performance. But it will still have four doors and four seats".

He added: "It might not have as much luggage space as the Bentayga. But it will be much more aggressively styled, a lot faster, a lot more dramatic."

We expect the new model to use an updated version of the existing car's 6.0-litre W12. It'll get bigger bumpers, bigger wheels and a sportier stance, while also being less bluff and more aerodynamic. This will help shave precious tenths off the Bentayga's already-impressive four-second 0-62mph sprint time. A 200mph top speed isn't out the question, either.

The coupé-SUV will build on the success of the new Bentayga, which has surpassed all initial sales

## **Faster, more aero coupé-SUV to sit above Bentayga**

expectations, despite a starting price (before options) of more than £160,000. A long list of extras is likely, including 22-inch wheels, a sports exhaust and firmer suspension set-ups.

Inside, we expect the sloping roofline to marginally affect headroom, while the Bentayga's 430-litre boot may suffer. But that's unlikely to affect sales, though, as proven by BMW's X6.

As well as the super Bentayga, Bentley has its sights set on an all-electric hypercar (opposite). Both cars will debut "some time next year". The first may even appear in concept guise as early as March's Geneva Motor Show.

In the meantime, Bentley has also confirmed that there will be two further versions of the regular Bentayga: one powered by a VW Group turbodiesel, and another with petrol/electric hybrid power. Both will go on sale in the next 12-18 months, once deliveries of the W12-engined cars have begun in March. The first-ever Bentayga is due to roll off the production line in Crewe, Cheshire, at noon on Friday, 27 November.

**PAGE 26: First drive of Bentayga**

## **"Bentley's coupé-SUV will build on the success of the new Bentayga"**



**"New Bentley hypercar will rival McLaren 675 LT and Ferrari 488 GTB in terms of performance"**

## **Baby Bentayga is on the way, too**

### **EXCLUSIVE IMAGE**



Milos Dvorak

THE new Bentley coupé-SUV and all-electric hypercar may be stealing the headlines, but a baby Bentayga is still in the pipeline.

As we reported in Issue 1,369, the smaller SUV – revealed in our exclusive image – could join the growing line-up in the next few years. It would be key to plans to boost annual sales from just over 8,000 last year to 15,000 by 2018.

When we spoke with Bentley CEO Wolfgang Dürheimer at the Shanghai Motor Show earlier this year, he told us "further SUV derivatives" were part of Bentley's future search criteria. When pushed on whether this meant different shapes, versions or a smaller Bentayga, he replied: "Yes."

The smaller SUV would compete with the Jaguar F-Pace and Porsche Macan in terms of size, but is likely to eclipse both on luxury and price.



# 35 AWARDS

## NEED WE SAY MORE?



### CITROËN C4 CACTUS

There's probably no need for us to waffle on about all the wonderful award-winning features, so here's a little wordsearch...

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**CRÉATIVE TECHNOLOGIE**

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CITROËN prefers TOTAL. Model shown: C4 Cactus PureTech 82 manual Flair. OTR price £16,490 (incl. Polar White paint and Chocolate Airbump® at extra cost of £250 and £150 respectively).

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO<sub>2</sub> Emissions (g/km) (Range). Highest: Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO<sub>2</sub>. Lowest: Citroën C4 Cactus BlueHDi 100 S&S manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



# Alfa to launch first SUV in 2017

■ **Set to use new Giulia platform**  
■ **Choice of diesel, petrol and V6**



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**AE** ALFA Romeo's new BMW 3 Series-rivalling Giulia saloon (below) is due to eventually arrive in the UK in about 12 months' time. However, it'll be swiftly followed by an SUV sister car, according to an Alfa insider.

The Giulia SUV, previewed in our exclusive main image, is likely to debut in the spring and follow the saloon on to the market in early 2017. Like the Giulia, it will sit on Alfa's new platform that will eventually be stretched into a new 5 Series-challenging saloon and a larger SUV that will target the BMW X5 and Audi Q7.

Like the Giulia, we'd expect the SUV to feature a 2.2-litre diesel engine – recent leaked documents have suggested it'll be available in the Giulia with 150bhp, 180bhp or 210bhp. A new GME (Global Medium Engine) petrol 2.0-litre producing 200bhp, 250bhp or 280bhp is also likely to feature in both models, while eventually we may even see a hot version of the SUV using the twin-turbo 2.9-litre V6 from the launch Giulia Quadrifoglio with up to 500bhp.

The two lower-powered diesels will be available with six-speed manual or auto gearboxes and rear-wheel drive, while the top-spec diesel will be all-wheel drive only. The 2.0-litre petrol will be auto only, with optional AWD, while the V6 is rear-driven.

Reports have suggested that the Giulia has been delayed, but Auto Express understands that work has simply been slowed to allow development of the new SUV to catch up with that of the saloon.

Alfa is keen to cash in on the huge global demand for SUVs as soon as possible,

■ **EXCLUSIVE IMAGE**



**SUV is set follow Giulia and will share its engines**



Christian Schulte

**SLOW PROGRESS**

Work on 3 Series-rivalling Giulia is said to have been slowed to help SUV development

**"SUV is part of an Alfa product explosion, as bosses look to boost annual sales from 74,000 to over 400,000 by 2018"**

especially in the two markets it's targeting for growth: China and the US.

The launch of the new wave of global Alfa models is also casting doubt over the future of the Giulietta hatch, with sources from within the brand suggesting that its eventual replacement will be "something different" – possibly a Nissan Qashqai-sized crossover.

The product explosion is all part of the company's plans to increase annual sales from 74,000 cars today to over 400,000 by 2018. Alfa intends to introduce a total of eight new models – with a facelift of the MiTo hatch just around the corner.

## Higher-tech S-Class hits road to battle 7 Series

THE hi-tech new BMW 7 Series has clearly rattled Mercedes, as engineers have been spied testing an updated S-Class.

The revised luxury saloon will feature some mild exterior tweaks, such as new high-performance LED headlamps, when it hits dealers later next year.

Inside, the large digital instrument cluster is set to be paired with Mercedes' latest COMAND system, which could also feature gesture control tech.

There'll be a raft of new autonomous safety systems, too. We know Mercedes is developing new 'intelligent drive' autonomous tech for the new E-Class, and the S-Class is expected to benefit as well. A combination of radars, cameras and sensors allows the car to create a

■ **SPIED**



digital image of its surroundings, so it can navigate itself on motorways and in traffic without any driver input. Cars will be able to alert each other to congestion ahead, plus a remote parking system could debut.

**Updated S-Class spied on test. Disguise hides fresh LED lights; inside is new COMAND system**



# JLR success story continues as engine factory gets set to expand

■ **Boss confirms Wolverhampton plant is set to grow** ■ **Work is underway already**

■ **EXCLUSIVE**



#### SHOW STARS

Evoque cabrio and AWD XE will both benefit from engines made in Wolverhampton

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**AE** JAGUAR Land Rover has revealed plans to invest £450million into its new West Midlands engine manufacturing plant in Wolverhampton.

Driven by global demand for current and future models, the expenditure at the site – which builds the new 2.0-litre Ingenium diesel engines for both Jaguar and Land Rover products – will see the plant double in size, despite only opening in 2014. Total investment at the Engine Manufacturing Centre (EMC) now totals £1billion.

Speaking at the Los Angeles Motor Show, Jaguar Land Rover CEO Dr. Ralph Speth told Auto Express: “Wolverhampton’s density is very high and working well so we will be expanding our facility there. In fact, you may already have seen the excavators working. However, it’ll be a year and a half before we’re ready to open the expansion. And the factory will continue to make the Ingenium family, upgrading the existing technology in the engines over time.”

The expansion will see the plant’s footprint grow to 200,000 square metres, which will provide the operational space to build on the 50,000 Ingenium diesel engines it has made so far. Production on



JLR’s Ingenium petrol engines will also begin towards the middle of next year, which could up total annual output at the site to around 100,000 engines.

“Several hundred” more jobs will also be created with the expansion, which could see the workforce at the site peak at around 1,800 by the time construction is completed towards the tail end of next year.

Currently, the plant employs 700 workers, who will be joined by 700 more when production of the petrol engines begins in 2016.

The news of the expansion follows the global debut of the all-wheel-drive Jaguar XE and Range Rover Evoque Convertible at the LA Motor Show last week, both of which are powered by versions of the 2.0-litre Ingenium diesel engine.

## New S90 coming in from the shade

■ **TEASER**



New pictures give an early hint of how S90 will look

FOLLOWING the success of the XC90 – Auto Express’s Car of the Year – the next new model in Volvo’s renaissance is the S90 saloon.

And the brand has given us an early indication of what it will look like ahead of the wraps coming off officially next Wednesday (2 December).

From the hazy teaser sketches (above), you can make out the XC90-inspired headlamps, while interior spy shots have revealed the S90 will get the same portrait touchscreen and centre console as the award-winning SUV.

The S90 – which will make its public debut at January’s Detroit Motor Show – will take the fight to the Mercedes E-Class and Jaguar XF, replacing the ageing S80 in the expanding model range. It’s set to be a completely different animal, though, with a bold look, efficient engines and new safety kit.

## VW cuts hit Phaeton



C Coupé GTE hinted at Phaeton, but it’s been delayed

VOLKSWAGEN boss Matthias Müller has confirmed there’ll be cutbacks of 1 billion Euros (£701.2m) per year in the wake of the emissions scandal, with the biggest casualty the new all-electric Phaeton.

The car has been delayed, as have a new design centre at VW’s German HQ in Wolfsburg and a paintshop in Mexico. The brand will put more money into developing alternative drive technologies.

Another pressing concern for VW is that UK Transport Secretary Patrick McLoughlin has announced execs here could be prosecuted under the 2006 Fraud Act for making false representations. This carries a maximum prison sentence of 10 years.

**“Wolverhampton’s density is very high and working well, so we will be expanding our facility. It’ll be ready in a year and a half”**

DR RALPH SPETH JLR CEO





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# New Civic Coupé leads

## New Escape hints at fresh UK Ford Kuga



**OFFICIAL**

Escape gets updated nose, plus EcoBoost engines

AN updated Ford Escape – known as the Kuga in the UK – has been shown off in LA, hinting at what our SUV will look like when it gets a makeover in 2017.

The biggest changes include a new hexagonal grille, bolder headlamps and fresh bumpers, bringing it in line with Ford's other new SUV, the Edge.

Inside, the updates are limited to the addition of an electronic parking brake, instead of a normal handbrake, to save space on the centre console.

Also added is safety tech such as adaptive cruise control and an enhanced park assist system. A new version of Ford's infotainment set-up, called SYNC 3, is now available as well. This claims to be faster and more responsive than the current system, found in cars like the new Mondeo.

US buyers can now order an Escape with the 1.5 and 2.0-litre EcoBoost petrol engines available in the UK. There's no diesel in the States, but we can expect updates to the current range when the Kuga lands here in 2017. **P30: New Ford EcoSport driven**

## Mazda SUV revealed



Updated CX-9 SUV takes cues from CX-3 and CX-5

MAZDA revealed an all-new version of its flagship CX-9 SUV at the LA Motor Show. We won't get it in the UK, but its styling could point towards a future seven-seat flagship for European shores.

The design has been lifted straight from the CX-3 and CX-5 crossovers, and the sharp headlamps and big grille will look familiar to current Mazda owners.

It's available with an efficient new 250bhp 2.5-litre four-cylinder SkyActiv petrol engine, and rivals cars like the Kia Sorento and Hyundai Santa Fe.

## Honda reveals cool two-door at show; hints at look of new hatch



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**AE** THE new Honda Civic is set to arrive in the UK in 2017, available as before in conventional hatchback and Tourer estate guises. There will be a Civic four-door in the US, where saloons are hugely popular – but buyers will also be able to get this sleek new Coupé.

The two-door debuted at the LA Motor Show, and while it's unlikely to make its way over here, it does give British buyers a good idea of what's coming with the next-generation hatchback model. It's also been confirmed that the Civic Coupé will be built at Honda's plant in Swindon in Wiltshire, as part of a £200million investment programme.

The car is based on the same platform as other Civics, but takes inspiration from the bright green concept seen at April's New York Motor Show. The Civic Coupé will be available in the US from March 2016.

It features a familiar but adapted face, with a bold grille similar to those found on Honda's recent Jazz and HR-V. The sloping roofline and distinctive tail-lights complete the futuristic look and mean the new Civic should represent a big improvement over the slightly awkward-looking current car. Spy shots of the hatchback suggest it'll retain the existing model's split rear window, obscured by a clumsily placed spoiler.

As it's for the US market, the Civic Coupé won't feature a diesel engine, so a 2.0-litre i-VTEC features under the bonnet, while a higher-powered 1.5-litre turbo will also be available. UK buyers of the hatch will get these, as well as an updated version of the 1.6 i-DTEC. As is the case now, we expect a firebreathing Type R to follow at a later date.

The interior of the Civic Coupé should reflect well on the next-generation five-door

## OFFICIAL



**SHOW STAR**  
Curvy Coupé hints at look of new Civic hatch; cabin is packed with kit

and saloon models, too, featuring soft-touch plastics and a more intuitive layout. It will be packed with kit, including the current car's Android-based touchscreen infotainment system and climate control as standard. Automatic headlamps and LED daytime running lights will also feature. The car in our pictures has desirable two-tone leather – but this is likely to be an option, rather than standard across the range.



# Sporty new four-door Impreza

ALSO debuting at the LA Motor Show was Subaru's Impreza Sedan Concept, previewing a saloon version of the VW Golf rival.

The four-door has a sporty stance and striking red paintwork, and the sleeker shape will help it compete with cars like the stylish Mazda 3 Fastback. New 'hawk-eye' headlights give it a much more modern look than the previous-generation car, and exaggerated front wheelarches pay tribute to the brand's motorsport heritage.

This car puts to bed the previous Impreza saloon's boxy profile, as it has a coupé-like roofline and a small bootlid spoiler.

The design was also previewed by a concept version of the next Impreza hatch,

**Coupé-like design gives new four-door Subaru Impreza a more sporty stance**

unveiled at last month's Tokyo Motor Show (Issue 1,392). It's not clear yet whether the car will make production, or if the UK will get both hatchback and saloon bodystyles.

The current Impreza is only offered with a 112bhp naturally aspirated 1.6-litre petrol engine in the UK. This claims 44mpg fuel economy and emits 147g/km of CO<sub>2</sub>.

Expect a completely fresh unit for the new car, with a diesel a possibility. It's likely the company will offer a CVT automatic, as well as the option of its trademark four-wheel-drive system.





# stars at LA show



## gets in shape



## And stripped-out Cayman Clubsport is ready to race

**OFFICIAL**



### TRACK FOCUS

Cclubsport is around 40kg lighter than Cayman GT4, and has 5bhp more power

PORSCHE introduced a new version of the Cayman GT4 at the LA Motor Show. The Clubsport is a lighter, faster, track-focused model, and it's available to order now, priced from around £94,000.

Intended for recreational and club racing, the Clubsport uses the same 3.8-litre flat-six tuned to 385bhp – a 5bhp boost over the regular GT4.

It's around 40kg lighter than the GT4, and should provide blistering performance. The standard car can sprint from 0-62mph in just 4.4 seconds, and this lighter model could be even faster.

The GT4's manual gearbox makes way for a six-speed double-clutch transmission with shift paddles. Plus, the suspension is adapted with components from the 911 GT3 Cup racer, with sophisticated 12-stage ABS and a stability programme specially expanded for racing tyres.

Porsche will supply the Cayman GT4 Clubsport race ready with a roll-over cage, bucket seat and a 90-litre fuel tank. For 2016, the brand plans to adapt it for race series such as the VLN Long Distance Championship Nürburgring, plus club races run by the Porsche Club of America.



## news in brief



## New face and fresh tech for baby Mirage

THE US-spec Mitsubishi Mirage got a mid-life nip and tuck for the LA show, and the updated supermini (above) points to a series of changes for UK cars in the coming months.

There's a new grille and LED daytime running lights, while new trim and fabric options give the cabin a fresh look. Apple CarPlay and Android Auto connectivity have also been added for the first time. We await details on the car's UK debut.

## Special Jeeps are on parade in LA

JEEP trawled out a series of special editions in LA, including a purple Wrangler 'Blackcountry' and a new Grand Cherokee SRT Night edition.

The standard SRT is already on sale in the UK, but the new Night model builds on this with gloss black trim and unique 20-inch black alloys. It features the same 462bhp 6.4-litre HEMI V8, although it's not clear whether the car will make it to UK showrooms.

## Self-drive cabin's a big-screen Volvo hit

MANUFACTURERS usually prioritise exterior design when showcasing new cars. But Volvo does things differently – highlighted in LA by its new autonomous interior (below), called Concept 26.

It previews a system designed to prevent drivers getting bored in future autonomous cars. The set-up offers three modes – Drive, Play and Relax – allowing owners to use their time more creatively.

In Play or Relax mode, the steering wheel retracts, the seat reclines and a large display emerges from the dash.





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Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta 1.0L EcoBoost (140PS): urban 50.4 (5.6), extra urban 72.4 (3.9), combined 62.8 (4.5). Official CO<sub>2</sub> emissions 104g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

[ford.co.uk/fiesta](http://ford.co.uk/fiesta)



**Go Further**



# Audi set for fuel-cell revolution

■ Brand "on brink" of showing groundbreaking hydrogen car



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**AE** AUDI bosses have confirmed that the German brand is "on the brink" of showing a new hydrogen car, which will be more dynamic and more efficient than anything currently in production.

The fuel-cell model was mooted at Audi's Future Performance Event in Madrid, but engineers are remaining tight-lipped on the production car's possible bodystyle.

It'll build on previous hydrogen-powered A2 and Q5 concepts, as well as the current Audi A7 h-tron prototype (right), which does 0-62mph in 7.9 seconds and can deliver a range of more than 300 miles.

Dr Rene van Doorn, powertrain engineer for fuel-cell technology, told us that Audi has four priorities for the immediate future, one of which is alternative drivetrains.

"Audi is poised to go into volume production with fuel cells as soon as the market and infrastructure justify this move," van Doorn explained.

It'll form part of a 10-year plan that will see Audi electrify every model in its range with mild hybrid, plug-in or hydrogen fuel-cell systems. In 2016, a new 48-volt hybrid will be launched with an electric compressor to eliminate turbo lag and boost efficiency by shutting down the engine when coasting. It's able to cut engine power at speeds up to

**"The new hydrogen car is part of a 10-year plan that'll see Audi electrify every model in its range"**

■ **OFFICIAL**

Audi's A7 h-tron prototype demonstrates the potential for the production model



10mph, whereas the existing 12V system requires much lower speeds to save fuel.

Audi still realises the value of petrol and diesel power, however. "We will not neglect development of our internal combustion engines," said Dr Rudiger Chmielewski, head of total vehicle development. "We will improve all types of fuel."



**DAMPERS**  
Audi's working on dampers that provide power for on-board car systems

■ **DAMPERS TO POWER NAV** OTHER tech on Audi's radar includes electronic dampers to reduce body roll that absorb kinetic energy to generate power for sat-nav and air-con. Audi claims average recuperation is 150W, meaning a CO<sub>2</sub> saving of 3g/km. A recycling system is also being developed that takes old batteries and converts them into quick-charge stations for electric cars, with an output of 250kW – an average home charger generates 11kW.

## MPs call for diesel scrappage scheme

A DIESEL scrappage scheme should be considered by the Government, and vehicle excise duty should be based on nitrogen oxides, not just CO<sub>2</sub>. That's the verdict of a new clean air report by MPs.

The Environmental Audit Committee is calling on Chancellor George Osborne to announce new policies to encourage drivers out of polluting diesels in his Autumn Statement today (25 November).

Huw Irranca-Davies MP, committee chairman, said: "The Chancellor has the chance to strike a better balance. A national diesel scrappage scheme could provide a shortcut to cleaning up the air in our cities."

## Wraps off new '1 Series saloon'

BMW has revealed a new four-door at the Guangzhou Motor Show in China, called the Concept Compact Sedan.

It previews what could be badged as a 1 Series or 2 Series saloon in China, although it's not yet known if the concept previews a production model.

Nevertheless, the concept appears to include all the hallmarks of BMW design, in a sleeker package than the current 1 Series. It features chiselled bodywork, 20-inch wheels and the trademark kidney grille.

It looks familiar inside, too, with the iDrive infotainment system taking pride of place, while the horizontal dash design features an 8.8-inch display.

If given the green light, the Sedan would compete with the Audi A3 Saloon and Mercedes

### STYLISH SALOON

Cool new four-door Concept Compact Sedan debuted at Guangzhou show in China



CLA. No mechanical details have been announced, but it's likely the concept will be front-wheel drive and based on the UKL1 platform which currently underpins the MINI and 2 Series Active Tourer.



# Hands-off Tories to give road powers to councils

**Roads minister reveals all**  
**Speed limits, safety, surfacing to be handed to authorities**



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**AE** A HANDS-OFF, non-regulatory approach will be taken by Government – and more powers handed to local councils – to tackle speed limits, road safety and surfacing issues in their areas.

Talking to Auto Express, roads minister Andrew Jones, who took over the role in May, said local authorities are ideally placed to know what's best for them rather than look to Whitehall to impose regulations.

That extends to road safety, with Mr Jones ruling out the return of national targets to try to cut the number of deaths on British roads.

That number rose for the first time in 30 years last year, but Mr Jones said: "Behind every fatality or serious injury statistic is a life ruined and a family shattered, and I am determined to do more. I want action to save lives rather than conversations about whether we are meeting an arbitrary national target."

"I think local authorities are best placed to decide what to prioritise in their local areas and we need to work hard at all levels to make our roads safer for road users."

Mr Jones confirmed a similar policy for tackling the challenge of road surfacing and fixing potholes. While innovative and new ideas will be backed by Government if they represent good value to the taxpayer, councils will be left to make their own decisions on how to treat their local roads.

Councils will be allowed to adopt 20mph speed limits where necessary, too, as Mr Jones pointed to legislation Government has already introduced making it easier for them to lower speeds to improve safety.

Mr Jones also told Auto Express there are no plans to raise the national speed limit to 80mph on motorways. Instead, he promised more smart motorways with variable speed limits to ease congestion.

He added: "The majority of drivers are safe and considerate to other road users, although there are those who do put themselves and others in danger. By 2020, Highways England will have completed around 286 lane miles of smart motorways."

## ON SPEED...

**"Most drivers are safe and considerate, but there are those who put themselves and others in dangers"**



**ANDREW JONES**

Roads minister

**EXCLUSIVE**  
**Q&A**



## ON SAFETY...

**"I want to see action to save lives rather than conversations about meeting an arbitrary target [on road deaths]"**



## ON SURFACES...

**"I think that local authorities are best placed to decide what to prioritise in their local areas"**

## Fuel cells to get Govt grant

THE Toyota Mirai is the first fuel cell vehicle to be eligible for the Government plug-in grant with more to follow, roads minister Andrew Jones has confirmed.

The current £5,000 grant runs until February 2016 when an announcement will be made on a new tiered system, which is likely to include FCEVs.

The Government has invested £7.5m in a hydrogen refuelling network, with Hyundai confirming the UK as a launch market for its model, and Honda to follow in 2016.

Mr Jones said: "Our aim is to make almost every car and van zero emission by 2050. We expect FCEVs to be eligible for the PICG, subject to manufacturers going through the application process."



**Toyota Mirai is available in UK, and buyers will qualify for PICG's tiered replacement**



**Rebecca Chaplin**

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## Video watch

WE have a video of Range Rover's Evoque Convertible this week at [autoexpress.co.uk/videos](http://autoexpress.co.uk/videos), plus the new Audi A4 battles its rivals.

## Evoque Convertible turns on the style



THE Range Rover Evoque Convertible can switch from roof up refinement to cruising in the sunshine in just 18 seconds. And this stunning car is what Land Rover is calling the first luxury drop-top SUV.

You've seen the pictures from its official world debut at the LA Motor Show; now log on to watch our video of the car on the move.

## All-new Audi A4 meets 3 Series, XE



EARLIER in the month (Issue 1,395), we brought the new Audi A4 together with the BMW 3 Series and Jaguar XE for a compact executive mega test.

Our team put the trio through its paces at Bruntingthorpe Proving Ground in Leics, and you can now see the cars in action in our video.

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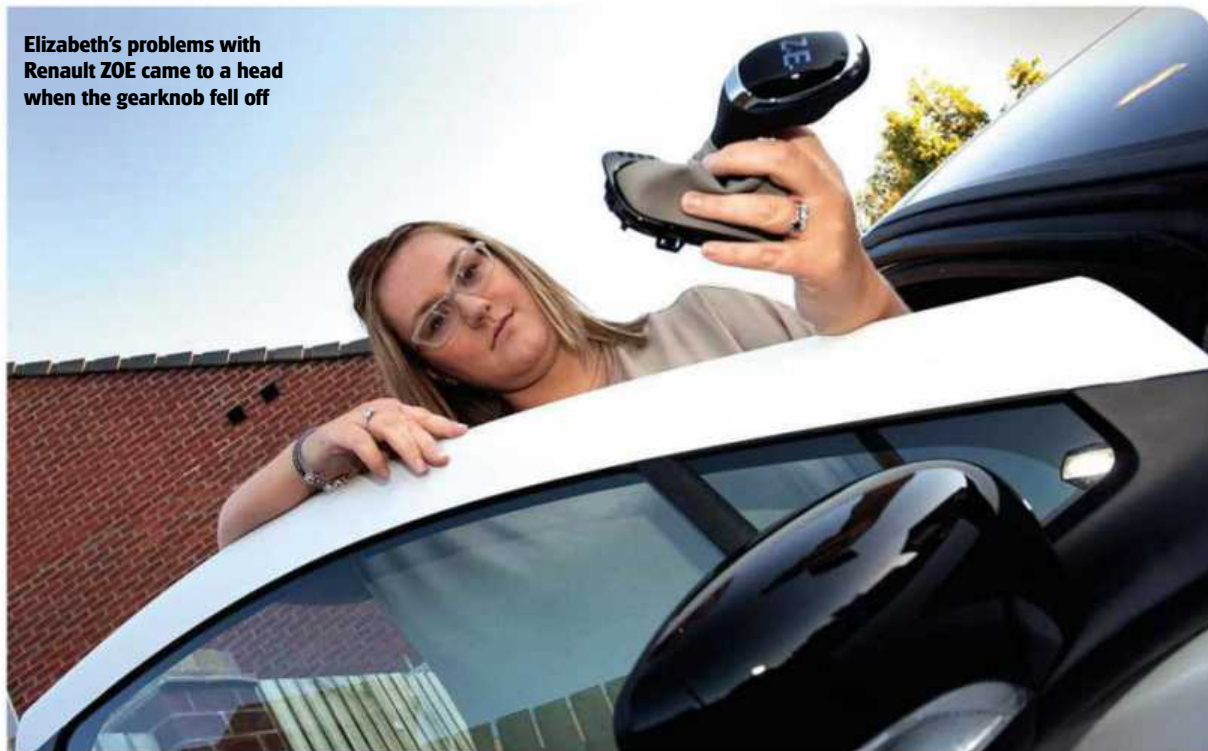
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Elizabeth's problems with Renault ZOE came to a head when the gearknob fell off



# Costs spiral as petrol courtesy car replaces EV

■ **CASE STUDY** Reader left furious at long wait for ZOE parts as courtesy car sends her bills soaring

**AE** Joe Finnerty

SHOULD you be compensated for the running costs of a courtesy vehicle while your own car is in for repairs? On the one hand, there's no legal requirement for a garage to provide a car to keep you mobile, but on the other it's considered good customer service.

The answer to the question becomes further muddled when your car is an EV – which offers 2p-a-mile motoring – and the courtesy car runs on petrol, which racks up fuel bills. It's a dilemma Elizabeth Haslehurst, from Barnsley, South Yorkshire, faced when the gearknob on her Renault ZOE fell off.

She'd bought the car from Harratts Renault, Wakefield, in March, and in May the car needed to be booked in for repairs. It was fixed, but on the drive home the gear selector was locking in drive. So she then booked it in at Evans Halshaw Sheffield.

Unfortunately, things didn't improve. Elizabeth contacted Auto Express after the car had been off the road for seven weeks with parts "on back order". We contacted Renault, and within a few days the parts arrived. However, the gearknob still felt



**"Elizabeth was unhappy when her Renault ZOE was off the road for seven weeks with the parts 'on back order'"**

**WHO PAYS?** With her EV off the road, Elizabeth was given a petrol courtesy car, but this was obviously much more costly to run

loose and by the weekend it had fallen off. Elizabeth said: "I bought the car for financial reasons, as it's advertised the ZOE will cost 2p per mile to run, but the replacement hire car I was given is a normal combustion engine. I'm significantly out of pocket as I'm paying for both fuel and the battery lease on something which I can't drive."

This time the dealer screwed the gearstick in place, but Elizabeth wanted to reject the car. However, Renault said the fix was a permanent one, and so there was no case to answer. Elizabeth told us: "It looks like I'm going to be stuck with a car I've no faith in."

We contacted Renault to pursue a compensation claim, and the manufacturer offered a free four-year servicing plan or two months' reimbursement of battery hire – but nothing for the courtesy car expenses.

A spokesman said: "We will always try to ensure spare parts are available within 24 to 48 hours of order. We ensured she remained mobile with a free courtesy vehicle and kept her fully informed at all times. We have offered a gesture of goodwill in relation to her experience."



Joe Finnerty

**Lack of investment into research and development is a short-sighted strategy**

**AE** THE UK's automotive workforce is the most productive in the European Union according to a new study – but the good news is covering up a more worrying statistic.

The Automotive Council's new report into the state of the industry ranks the UK 13th out of 24 countries for Government investment in research and development. The amount spent in the sector is 0.5 per cent of GDP – half of what the likes of the US, Germany or South Korea spend.

It's a shame, as slashing funding and cutbacks aren't the only ways to balance the books. Investing in future tech and becoming a leader in the field can also be great for finances. Even a small investment is worthwhile, too, as the report shows every £1 invested adds £6 on to the economy.

It's not just R&D where the UK is falling behind, either. The report claims "radical action" is needed from Government, industry and academia to address a shortage of skilled engineers. The number of those taking manufacturing, construction and engineering degrees ranks 14th out of 17 countries.

The likes of the Bloodhound project has done a lot to showcase engineering in schools (Issue 1,392), but more still needs to be done.

For us, it's a surprise more students don't take up these subjects, as alongside the US, the UK has the best record of university-industry collaboration in the world. We've seen first hand how involved universities are in real-world industry projects. One way to fix this is to invest more in R&D – to increase the opportunities and encourage more bright young students down this path.

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**"It's a shame, as slashing funding and cutbacks aren't the only ways to balance books"**



NCAP tests will rate AEB systems' ability to detect pedestrians in danger



# Auto braking rules to tighten in crash tests

■ Euro NCAP explains new testing procedure due next year

**AE** **Martin Saarinen**  
AUTONOMOUS emergency braking (AEB) systems will be rated on their ability to detect and prevent collisions with pedestrians by Euro NCAP from next year.

While most new cars are fitted with AEB to avoid collisions with other cars, only some are sophisticated enough to detect pedestrians in danger.

Three new types of tests will be created to see how well the systems from different manufacturers work in preventing pedestrian accidents.

Adults and children will be simulated to run and walk into the car's driving path from different angles. To score well, the cars will have to autonomously avoid hitting the dummies at speeds up to 25mph. At more challenging speeds of 25mph-37mph, the cars will be expected to slow down below 25mph to make the impact easier to survive.

Euro NCAP is aiming to expand the tests to include other road users such as cyclists in the coming years. Last year, pedestrians, cyclists and motorcyclists accounted for 47 per cent of European road deaths.

Euro NCAP secretary general Dr Michiel van Ratingen said: "Vehicles designed to perform well in these tests will be better equipped to prevent thousands of needless deaths and life-changing injuries on European roads."



## TRADING STANDARDS

**Gerry Taylor**  
Trading Standards Institute  
Lead Officer for the Motor Trade  
[www.tradingstandards.gov.uk](http://www.tradingstandards.gov.uk)

■ **NEW consumer law brought in Alternative Dispute Resolution (ADR) – effectively a new name for Government-approved mediation for the settlement of disputes without court involvement.**

An EU Directive requires all traders to provide a form of ADR for their customers, whether the traders carry it out themselves or outsource it to another body.

Practitioners of the Chartered Trading Standards Institute have been tasked to act as an approval body for these outside ADR providers. Currently, Motor Codes Ltd is the only approved ADR in the industry to offer a dispute resolution service, but it's only for its garage members.

The law states traders must be able to offer an ADR service or signpost the consumer towards a provider to settle disputes. The consumer isn't bound to take up the offer or abide by the findings, but the trader is bound to provide the service. This must be free or at a nominal charge, and all disputes are handled on a document analysis basis, which means there is no face-to-face confrontation.

If the consumer is not satisfied with the outcome, they are still at liberty to issue court proceedings. The process is designed to free up the court's time and reduce litigation costs to all concerned.



## Inbox What do you think?

Contact **Martin Saarinen**

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**Write to:** Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

## HOT TOPIC Jaguar's new XJ

**FROM: chris\_xxxx** THERE'S a lot of competition in this segment with the new BMW 7 Series and the Mercedes S-Class. I've never been a fan of the Audi A8, which just looks like an inflated A4. I think the XJ should be getting the larger 10.2-inch touchscreen to keep up with rivals, though.

**FROM: sirwiggum** I ALWAYS liked the XJ, but it is disappointing to see gooseneck hinges in the bootlid. On an XE, it may be forgivable, but on a halo model like the XJ it just smacks of cost cutting. If a Peugeot 407 can manage a cantilever boot hinge, why can't an XJ?



### DESIGN

We drove new Jaguar XJ in Issue 1,396, but readers have mixed views on its looks

Join the debate at [www.autoexpress.co.uk](http://www.autoexpress.co.uk)

■ "It appears Jaguar saloons are becoming a bit Audi-like. Would you like yours in small, medium or large, sir?" **HTG**

■ "Some people do not appear to be fans of the design, but I find the XJ to be an impressive-looking car." **BrassTacks**

■ "The boot looks tiny, but in fact at 520 litres it's bigger than what can be found in the A8 and 7 Series." **Gerhard**

## Automatic headlights are not the answer

**FROM: Dave Irvine** AUTOMATIC headlights (Issue 1,393) will do little to resolve the problem of vehicles being driven around with only one light working. This issue has become more prevalent in recent years – no doubt helped by the high labour costs of replacing a simple bulb.

## In praise of SEAT's customer service

**FROM: Anthony Baron** SEAT'S customer service is incredible. I was given a new facelifted Ibiza as a replacement car when the gearbox in my current model suddenly failed. The garage tried to fix it, but in the end we agreed that a new car would be easier. Faultless service.

## Speed limits returning to Edwardian levels

**FROM: Terry Hudson** WATCHING the old cars on the recent London to Brighton Veteran Car Run, I could see the enormous technological progress made in the past hundred years. What a shame we're now converting roads back to the Edwardian speed limit of 20mph, as the anti-car groups gain control.

## Why you can't trust online car valuations

**FROM: Tony Tungate** I'M looking to sell my 2011 Skoda Superb, and had it valued through an online car-valuation service that could potentially buy it. I was quoted £8,750, but when I took the car in, the firm immediately cut the offer by £850 due to small stone chips on the bonnet. Online quotes are not set in stone, it appears.

## Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

**Legal**  
AA: 0906 010 1300 (p)  
RAC: 0870 5533 533 (m)  
Which?: 01992 822 800  
Consumer Direct: 0845 404 0506  
Local Trading Standards  
Local Citizens Advice Bureau

**Used car inspections**  
AA: 0800 085 3007  
RAC: 0800 085 2529  
**Technical advice**  
AA: 0870 606 1619 (m)  
**Driving licences**  
DVLA: 0300 790 6801

**Car registration/history**  
HPI: 01722 422422  
AA: 0800 316 3564  
DVLA: 0300 790 6802  
RAC: 0800 975 5867  
**Traffic information**  
AA: 09003 401100 (p)  
RAC: 09003 444999 (p)

**Problems with dealers**  
Motor Codes: 0800 692 0825  
Consumer Ombudsman: [www.consumer-ombudsman.org](http://www.consumer-ombudsman.org)  
RMIF: 0845 839 9205 (m)  
Scottish Motor Trade Association: 0131 331 5510

**Problems with makers**  
Motor Codes: 0800 692 0825  
**Financial problems**  
Financial Ombudsman: 0800 023 4567  
**Safety concerns/recalls**  
DVSA: 0300 123 9000





## THE BEST OF BRITISH

### TOYOTA'S COMMUNITY SPIRIT



Ken Gibson

mail@autoexpress.co.uk



**AE** TWENTY five years ago, the rural calm of two small Derbyshire villages was shattered by news that Toyota was to build its biggest factory in Europe on their doorstep.

One of the residents, John Lemmon, still vividly recalls the first meeting held in the Burnaston Village Hall when a huge number of people turned up to protest that it was going to have to be transferred to the local church.

He tells us: "Everyone was opposed to the Toyota factory. We were all apprehensive about having a huge car plant on our doorstep. For a small rural community, it was the worst scenario possible."

John, a local councillor at the time, was one of the first people elected on to a Community Liaison Committee set up by Toyota to address the fears of local residents.

And he is now happy to concede that Toyota has not only been a perfect neighbour, but has made a significant contribution to a host of local community projects, from schools and churches to cub and scout troops and the local leisure centre.

"From individual cases of Toyota double glazing the home of a local resident who was being affected by dust from the original building site, to improving the roads, power and water supplies to the area, it's gone way beyond what you would expect," John explains.

He also recognises the major contribution Toyota has made to employment, telling us: "South Derbyshire was a community dominated by a mining industry that was dying. The area was becoming a very depressing place, but Toyota has turned it into a thriving area where unemployment is lower than the national average."

Today, the Burnaston factory is one of the top plants in the brand's global empire, plus it's a vital cog in the local Derbyshire economy, employing 3,000 workers.

Toyota is celebrating 50 years in the UK this year and over three million sales, alongside 25 years at Burnaston, where it has now built nearly 3.8 million cars.

The manufacturer has invested over £2.1 billion in its UK operation and created over 3,500 jobs – with 500 at its engine plant on Deeside, Clwyd, plus thousands more at 200 British companies in the UK component industry.

One of the workers who symbolises what Toyota has meant to the area is Wayne Smith. He lives only five minutes away from the factory and joined as a maintenance team member 23 years ago.

Wayne has no doubt that Toyota has drastically changed his life as he has risen through the ranks



Nathan Morgan



**Locals opposed vast site before it opened, but it's since brought employment to area that used to rely on mining**

and is now a senior engineer at the plant. "At Toyota I saw the chance of a better future for me and my family," he says. "I have been offered a constant challenge to improve myself and I've achieved much more than I thought."

That includes a degree in manufacturing engineering at the age of 50 after Toyota paid for him to go to university. "I really relished that challenge," adds Wayne. "I was studying at the same time as my son, and it was a big personal achievement when I got my degree."

In 2015, a vibrant Burnaston builds three of Toyota's most important models – the Auris hatchback and a hybrid version, alongside the Avensis family car – after the latest £100 million of new investment.

The plant's deputy managing director, Tony Walker, is another Brit who has worked his way to a senior position at Burnaston, and he's proud of how the site is now competitive with Toyota factories around the world.

He reveals that this year, during the launch of the new Auris and Avensis models, the plant recorded zero defects in a Toyota quality audit, but quickly adds: "We can't afford to rest on our laurels."

Walker believes the plant's success is down to its constant investment in improving its workforce's skills,



# 50



**"We have some of the most highly skilled car workers, and use their talents to the max"**

TONY WALKER

DEPUTY MANAGING DIRECTOR







**BIG BREAK**  
Youngsters from Derby YMCA have been given a chance to get back on their feet by Toyota scheme, with the help of the new Auris

# NOT OUT!

As Toyota marks a half century in the UK, we visit the plant that transformed South Derbyshire 25 years ago



**RIISING UP THE RANKS**  
Wayne Smith joined Toyota 23 years ago, and brand has helped him develop his career at site – he's now a senior engineer



**“Course at Toyota is building my confidence, and making me more determined to get a job”**

**MITCH GEERE**  
YMCA PROGRAMME RECRUIT

telling us: “We have some of the world’s most highly skilled car workers, and we use their talents to the maximum.”

Walker, a veteran of the car business who experienced the strike-ridden days of the old British industry in his early years, is proud of the fact that Burnaston has never had a strike since it was opened 25 years ago.

“We work together to resolve issues and our workers’ ability to solve problems is fundamental because we are measured against the best in the world at Toyota,” he adds.

Walker says that more investment will be made in the next few years when Toyota brings in new, leaner

production systems, and that more money will help guarantee a long-term future for the Burnaston site.

A final reminder of just how committed Toyota is to the local community is a scheme it has launched to help local homeless and jobless youngsters get back on their feet. The company has linked up with youth charity the YMCA’s branch in nearby Derby to develop an 18-week work experience programme with the aim of getting them a job.

Mitch Geere, 22, explains that Toyota and the YMCA have given him “a new opportunity” and the real hope of a job at the end of the course. “The course at Toyota is helping build up my confidence and making me more determined to get a job,” he adds.

“I’d lost my job, broken up with my girlfriend and had no family in the area. Everything had gone pear-shaped and I could have ended up on the streets. But now I feel as if I have a future.”

So while Toyota’s arrival in Derbyshire may have been viewed as a blot on the landscape 25 years ago, there is little doubt today that it’s seen as a shining beacon and an integral part of the local community.





# Bentley Bentayga

## Running costs

22.1mpg (official)  
£94 fill-up



## Performance

0-62mph/top speed  
4.0 seconds/187mph



**FIRST DRIVE** At last, we take the wheel of exclusive luxury SUV on and off-road



**Steve Sutcliffe**

mail@autoexpress.co.uk

**AE** BENTLEY is making some extremely bold claims about its new £160,200, 187mph Bentayga SUV. For starters, it's said to be "the fastest, most luxurious and most exclusive SUV in the world".

At the same time, the car's chief exterior designer, Sangyup Lee, has already told Auto Express that the Bentayga is "the most important launch in Bentley's history. It's a new type of luxury" – admitting that "we're stretching our comfort zone here".

Whatever you may think of such claims, and whatever you make of the Bentayga's, shall we say, challenging exterior design, the car represents a new era for Bentley, and a brand new marketing direction.

Based on the underpinnings of the next Porsche Cayenne, it boasts 600bhp from its new twin-turbocharged W12 engine. It also, unsurprisingly, has an electronic

four-wheel-drive system to give it the kind of straight-line performance that one would normally only associate with a full-blown sports car. It takes a claimed 4.0 seconds to get from 0-62mph and the top speed is a surreal 187mph – this from a vehicle that weighs 2,440kg and is 5,140mm long, 1,742mm high and 2,224mm wide.

As you'd expect, the interior of the Bentayga is a pretty special place in which to find yourself, even if it isn't as roomy as its arch-rival from Range Rover. There is ultra-high-quality leather, wood and turned aluminium in just about every direction you choose to look, with plush quilted seats to

**"Does it live up to its billing as the fastest, most luxurious SUV the world has ever seen?"**

nestle down into – and those in the rear are of the exact same design as the ones up front in the four-seater-only versions.

No less than eight different drive modes can be selected on the move, although interestingly, there is no low-range setting for the eight-speed automatic gearbox. Bentley's engineers claim this isn't needed when there is 900Nm of torque available at just 1,350rpm.

The first four drive modes – called Sport, Bentley, Comfort and Custom – are all designed for on-road driving; the second four are all off-road modes. The air-suspension also has four different ride heights and there's an electronic hill descent system, too. In total there are a staggering 90 different ECUs controlling the Bentayga's various electronic components – more than double the number you'll find in a Continental GT.

So what's it like to drive, this new leviathan of a machine from Bentley? Does

## NEED TO KNOW

The Bentayga is named after a mountain in the Canary Islands





**32 MERCEDES A-CLASS**  
Mid-life revamp boosts premium hatch, and we try warm A 250 AMG.

**34 HOT C-CLASS COUPE**  
We get behind wheel of new 503bhp Mercedes-AMG C 63 S Coupé.

**36 SEAT IBIZA 1.0**  
Styling tweak and new engines give supermini a fresh lease of life.

**38 911 CABRIOLET**  
Porsche's new turbo coupé has impressed. Now we try drop-top.



## Essentials

### Bentley Bentayga

<b>Price:</b>	£160,200
<b>Engine:</b>	6.0-litre W12 twin-turbo
<b>Power:</b>	600bhp
<b>Torque:</b>	900Nm
<b>Transmission:</b>	Eight-speed auto, four wheel drive
<b>0-62mph:</b>	4.0 seconds
<b>Top speed:</b>	187mph
<b>Economy:</b>	22.1mpg
<b>CO<sub>2</sub>:</b>	292g/km

**ON SALE Now**



**ENGINES** Initially, the Bentayga will be available only with the 600bhp 6.0-litre W12 engine, but a smaller twin-turbo V8 and a plug-in hybrid will be introduced at a later date



**EQUIPMENT** Lavish standard equipment tally includes full panoramic sunroof and eight-inch colour touchscreen sat-nav, while the full leather interior comes with a choice of 15 hides



**NEED TO KNOW**  
Bentley says the Bentayga is completely sold out for its first full year of production

Caption to go in space here please  
Caption to go in space here please



Detailing inside is beautiful, while despite its size, Bentayga blends huge pace with surprisingly impressive ride and handling



**"The ride feels smooth and composed and the steering natural and intuitive on the move"**

it live up to its billing as the fastest, most luxurious SUV the world has ever seen? And is it really worth £160,200, before so much as a single option has been specified?

Before you climb aboard, the Bentayga is so imposing visually that it demands you stop for a moment and drink in its detailing. Pull on the door handle and the locking mechanism feels and even sounds expensive, and the door itself is reassuringly weighty as it opens.

The cabin within smells delicious, and also looks utterly exquisite, albeit in a traditional, perhaps slightly old-school kind of way. The driving position

is near-perfect for a big SUV, though – not too high, but high enough, with the driver's seat adjustable in every which direction via 22 different electric motors.

Once you're ensconced behind the surprisingly small, thick, sporty steering wheel, you can't help but think to yourself how it really is a very nice place to be.

The W12 engine catches at the press of a button without the usual burst of revs that some rival engines give off; instead it just starts and purrs quietly to itself until you select first gear and move away.

Immediately, the ride has a smooth, composed and high-quality feel. The steering – despite being Bentley's first ever electric system – also feels natural and intuitive on the move, with some reasonable feel through the rim. There's bags of precision, too, and its weighting, in particular, is especially well judged.

In any of its four on-road drive modes the Bentayga rides well, steers accurately and



# New cars



**OPTIONS** You pay extra for the 10.2-inch rear seat entertainment set-up, as well as for the veneered picnic tables and 22-inch alloys



**PRACTICALITY** Bentayga may be the most luxurious SUV, but it isn't the roomiest, with a relatively small 430-litre boot capacity

handles neatly. But as you go from Comfort mode through Bentley mode to Custom and then to Sport, the sense of composure beneath your backside gets stronger.

The electronic ride and roll control systems can quite clearly be felt dishing up their magic beneath your hands and feet, with almost no body roll noticeable, despite the colossal inertia that is inevitable in a 2.4-tonne car. It feels a bit surreal, actually, being able to hustle such a huge machine without the effects of physics taking over. But that's just another aspect of the Bentayga's spooky dynamic repertoire – something of which its engineers are especially proud.

Another is the pure level of performance on offer from the twin-turbo W12 engine. There is so much raw acceleration available, seemingly at any revs, that the occasions on which you bury the throttle to the carpet for anything more than a fleeting moment are rare indeed on the public road.

The travel on the accelerator pedal is unusually long, too, but in practice this enables you to judge perfectly how much performance you wish to summon at any given moment; at half throttle you already get serious acceleration, accompanied by a strangely industrial note from engine and exhaust. At full throttle, you get the full fair ride, and a fairly wild but wonderful ride it is, too.

We drove the car briefly off-road, and, although few Bentayga owners will ever venture far into the mud, you suspect, it was hard not to be impressed by its capabilities in the rough stuff. Apart from its mildly compromised approach and departure angles, off the beaten track the Bentayga will go almost anywhere that a Porsche Cayenne can.

And then there are the rear seats, which are slightly roomier in the

**NEED TO KNOW**  
Bentley HQ in Crewe benefited from a £114million investment to build the Bentayga SUV



**“At full throttle, you get the full fair ride, and a fairly wild but wonderful ride it is”**

five-seat version as tested than they are in four-seat form. No, there isn't perhaps as much space in the rear seats and boot of the Bentayga as there is in a Range Rover, but then how much room do you actually want – or need – in what is still an exceptionally spacious and sporting SUV?



## AUTO EXPRESS Verdict

THE Bentayga is an incredible new SUV. It's every bit as good to drive as it is to sit in, and the attention to detail is simply stunning. We need to wait until we drive it on UK roads – preferably alongside its key rivals – before passing final judgement on its ultimate capabilities. But, for the time being, be in no doubt: Bentley has moved the SUV game to a different part of the pitch with the Bentayga. Is it the best in the business? It's certainly very close.





Q.

Who has won the Best Car Maker of the Year 2015?

**MOTORTRADER**  
INDUSTRY AWARDS

BEST CAR MAKER  
OF THE YEAR  
**2015**

Hyundai. It turned our world upside down too.

A.





**Richard Ingram**

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**AE** TO say the Ford EcoSport took a bit of a hammering when it launched last year would be an understatement. It was poorly built, awkwardly designed and not much fun to drive. It suffered from lacklustre engines and below-par running costs, too. The company's dream of taking on the Nissan Juke had fallen at the first hurdle.

But Ford quickly realised its mistakes and set to work on a revised model. Upgraded springs, dampers and steering, as well as stiffer anti-roll bars, lower suspension and improved sound deadening, should help right the car's wrongs. We got our hands on the first UK models to see the results.

Gone is the awkward boot-mounted spare wheel – replaced by a more conventional rear end with the number plate moved from the bumper to the bootlid. The nose is the same, with familiar angular headlamps, but more has been done to spruce up the interior.

## Smart

Our top-spec Titanium now gets half-leather seats, while all cars come with soft-touch headlining and some extra chrome trim. Sadly, Ford has made no attempt to rectify the dated nineties mobile phone-inspired infotainment system. The introduction of the flagship Titanium S version next summer (opposite) will bring the Fiesta's Sony DAB radio, but even that set-up feels dated next to modern rivals like the Peugeot 2008.

Still, the EcoSport has some new options. The tinted glass (£200) seems trivial, but adding the £230 Winter Pack – featuring heated seats, mirrors and a Quickclear windscreen – is a smart move.

It's on the road where the car needed to change most. New springs and dampers give a more composed ride, but it still jitters over broken roads. While it's harder to see an improvement in the steering, the lowered suspension does make turn-in sharper. The 123bhp 1.0-litre EcoBoost engine is carried over and still feels a little underpowered, but it's smooth and quite hushed on the move.

As a supermini-SUV, it needs to be easy to manoeuvre in town and comfortable on the occasional long journey. The removal of the spare wheel simplifies parking, but the boot is still side-hinged so is as frustratingly tricky to operate in tight car parks as before.

Rear space is unchanged, with enough headroom for adults. Knee room is tight, and you'll struggle to get three across the back. The Renault Captur is more accommodating.

It's quieter, too. There's still no sixth gear, which could grate on motorway trips, but Ford has put more insulation into the dash, doors and headlining to ensure the updated car is more refined. It doesn't feel as grown-up as a Mazda CX-3, but if you spec the EcoBoost petrol instead of the weedy diesel, you'll avoid all but the worst engine and road noise.

**“EcoSport's ride is more composed, but it still jitters over broken roads”**



# Ford EcoSport 1.0

**FIRST DRIVE** Revamp aims to address criticism of lacklustre crossover







Lowered suspension means sharper turn-in, but steering is still vague

#### Performance

0-62mph/top speed  
12.7 seconds/112mph



#### Running costs

53.3mpg (official)  
£57 fill-up



Nathan Morgan



Extra chrome trim and half-leather seats set new car apart; rear legroom is still a bit tight



## Essentials

### Ford EcoSport Titanium

Price:	£16,445
Engine:	1.0-litre 3cyl turbo
Power/torque:	123bhp/170Nm
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	12.7 seconds
Top speed:	112mph
Economy:	53.3mpg
CO <sub>2</sub> :	125g/km

**ON SALE Now**



**PRACTICALITY** Boot offers plenty of space, with a 333-litre capacity, and has a low load lip. Access isn't helped by the side-hinged tailgate – although thankfully, Ford has removed the bulky rear-mounted spare wheel



## ...Plus we drive smart new flagship

ALONGSIDE the updated EcoSport, Auto Express was given the chance to sample a prototype version of the upcoming Titanium S model – due here next summer.

Our car featured the same 123bhp 1.0-litre three-cylinder EcoBoost engine, but the new flagship will only be offered with the uprated 138bhp version from the Fiesta Red and Black Editions. Still, it gave us a good idea of how a sportier, flashier EcoSport could look.

Ford will pitch the Titanium S as the sportiest model in its supermini-SUV range, and the retuned dampers, optimised ESP and upgraded suspension certainly made it more playful. We're looking forward to trying the faster engine, too, as the 123bhp car still felt gutless. It'll get the same five-speed manual box, but the larger alloy wheels aren't likely to make it any more refined on the motorway.

Inside, there's full leather and an updated Sony DAB radio. A rear-view camera will be an option.

**NEED TO KNOW**  
EcoSport Titanium S with 138bhp engine and leather interior is due next summer



**INTERIOR** Dated switchgear on centre console lets the cabin down, but Titanium cars now get upgraded half-leather trim. Buyers can also spec a Winter Pack, which brings heated seats and mirrors and a Quickclear windscreen

## Verdict

FORD's changes to the sub-standard EcoSport couldn't have come soon enough. This new car is more stylish, more comfortable and better to drive – although it still ultimately falls short of contemporary crossover rivals like the Mazda CX-3 and Renault Captur. It doesn't have the character of its Fiesta sibling and misses out on the interior updates the new Mondeo has benefited from. Better? Yes. Best? Not quite.





Steering is responsive, but despite the tweaks, A-Class' handling is still safe rather than fun



# Mercedes A 250 AMG

**Running costs**

41.5mpg (official)

£54 fill-up



**FIRST UK DRIVE** A-Class has been updated, and we try hottest front-wheel-drive model



**Dean Gibson**

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**AE** THE Mercedes A-Class reinvented itself as a stylish executive hatch when the third generation was launched in 2012, but now Mercedes has given the range a bit of an update. The exterior revisions are subtle, chiefly introducing new lights front and rear, although the engine range has been tweaked to deliver greater efficiency, and the model line-up has been rejigged, too.

One change is the car driven here, the A 250 AMG, which is essentially the hot hatchback of the range. It replaces the outgoing Engineered by AMG model, and slots in below the four-wheel-drive A 45 AMG in the line-up. It uses a detuned version of the A 45's 2.0-litre turbo petrol engine, dropping power from 381bhp to a front-drive-friendly 218bhp, but, perhaps more significantly, the A 250 now comes as standard with a six-speed manual gearbox.

Externally, there's not much to give away that this is a faster A-Class. It looks sporty

enough, and highlights include the diamond-pattern grille, red stripes set low into the front and back bumpers and 18-inch AMG alloy wheels, but aside from the badge on the bootlid, the A 250 isn't much different to the lower-spec AMG Line models.

The cabin is well finished, with carbon-effect plastic on the dash, red-ringed air vents, sports seats and red seatbelts, while detail touches such as the colour-changing LED lighting in the headrests, doors and cup-holders add a funky touch. Everything has a high-quality feel, and it delivers a good mix of sportiness and comfort. However, the A-Class still isn't as spacious as its rivals, and rear passengers will feel cramped, as legroom is taken up by the front sports seats, and the small windows make you feel hemmed in, too.

Fire up the 2.0-litre turbo, and there's a muted rumble

**"There's plenty of grip in corners, and the stiff suspension limits body roll very well"**





## Essentials

### Mercedes A 250 AMG

<b>Price:</b>	£29,030
<b>Engine:</b>	2.0-litre 4cyl turbo petrol
<b>Power:</b>	218bhp
<b>Transmission:</b>	Six-speed manual front-wheel drive
<b>0-62mph:</b>	6.3 seconds
<b>Top speed:</b>	149mph
<b>Economy:</b>	41.5mpg
<b>CO<sub>2</sub>:</b>	158g/km

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**EQUIPMENT** A 250 is pretty well equipped, with reversing camera and parking sensors as standard, plus heated sports seats. Cruise control and DAB radio are options, though



### Performance

0-62mph/top speed  
6.3 seconds/149mph



**DESIGN** Diamond-pattern grille looks distinctive, and is one of the few visual clues that mark this fast A-Class out from lower-spec models in the range

### PRACTICALITY

Rear seats can feel cramped. The 341-litre boot is down on rivals like the BMW 1 Series (360 litres) and Audi A3 (365 litres)



Pete Gibson

from the exhausts, plus it has a bassy tone throughout the rev range.

The six-speed gearbox has a weighty shift and is precise, although the box doesn't like to be rushed, so it's best to rely on the engine's 350Nm of torque. This is available from 1,200rpm, but the A 250 seems to thrive on revs, and on the road the car comes alive the higher you are in the rev range.

An output of 218bhp is pretty modest for a hot hatch these days, but the A-Class feels quick

enough, and encourages you to press on and make the most of the power on offer.

There's plenty of grip in corners, and the stiff suspension limits body roll very well, while the steering reacts quickly to inputs. However, the chassis set-up is geared towards safe handling rather than excitement, and the A 250 resorts to understeer when reaching the limits of grip.

Power delivery through the front wheels is compromised, too, because there's no limited-slip differential or trick electronics to boost traction, and getting on the power early sees the nose push wide on the exit of corners. At least the steering is responsive, and feedback is reasonable.

That stiff suspension does affect driving comfort. While the A 250 is well damped and doesn't crash over bumps and potholes, the stiff chassis does tend to follow the road surface. Mercedes does offer adaptive dampers for £595, which should help broaden the car's ability.



## Verdict

MERCEDES' latest AMG models deliver improved handling to go with their stunning straight-line pace, but unfortunately the A 250 AMG falls a little short in both areas. If you must have a front-drive AMG machine, it's your only option, but it's not the fastest hot hatch around, and the inert handling is a bit of a disappointment. However, the manual gearbox is good to use and, if you can live with the firm ride, the A 250 is a well equipped premium hatch with a sporty edge.



A 250 AMG is quick, but power delivery is limited by lack of traction







#### NEED TO KNOW

As with the saloon and Estate, buyers get a choice of 469bhp C 63 and 503bhp C 63 S

## Essentials

### Mercedes-AMG C 63 S Coupé

<b>Price:</b>	£68,070
<b>Engine:</b>	4.0-litre twin-turbo V8
<b>Power/torque:</b>	503bhp/700Nm
<b>Transmission:</b>	Seven-speed auto, rear-wheel drive
<b>0-62mph:</b>	3.9 seconds
<b>Top speed:</b>	155mph
<b>Econ/CO<sub>2</sub>:</b>	38.2mpg/200g/km

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# Mercedes-AMG C 63 S Coupé

**FIRST DRIVE** Muscular 503bhp V8 two-door takes the fight to BMW M4



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**AE** WE were blown away by the Mercedes-AMG C 63 saloon earlier this year (Issue 1,360), and the Estate (Issue 1,372) added a welcome dose of practicality into the mix. With such a good basis to begin with, surely the more desirable and svelte two-door C 63 Coupé can't fail to impress?

Sure enough, it doesn't. While the C 63 saloon scores with its blend of stonking performance and interior space, the Coupé has to offer more blood and guts; it has to give us something altogether more raucous.

It's for this reason that Mercedes hasn't just grafted on a new face: the Coupé gets its own unique set-up. The track is wider by 73mm at the front and 46mm at the rear, while uprated dampers and a new multi-link rear axle also feature.

The body is suitably pumped up, too. The standard C-Class Coupé only donates its doors, roof and bootlid; the rest is exclusive to the AMG. So there's an aerodynamic front end, bulging arches and aggressive rear bumper with four squared-off exhausts.

The Coupé comes in two flavours: C 63 and harder C 63 S. We drove the latter, which sees the 4.0-litre twin-turbo V8's power swell from 469bhp to 503bhp, and torque rise to 700Nm. It's not only more potent than the 425bhp BMW M4 and 470bhp Lexus RC F, but it has 50Nm more torque than the Mercedes-AMG GT S supercar.

That translates to blistering performance. The V8 revs all the way to 7,000rpm and the power delivery is remarkably linear, with barely any lag. This car blasts from 0-62mph in only 3.9 seconds, and hits an



**Carbon dominates cabin; switches control driver aids; head-up display is standard**

electronically limited 155mph top speed.

A standard sports exhaust ensures the V8 booms through the cabin, delivering delicious crackles and burbles as you lift off the accelerator. The seven-speed gearbox fires up and down the ratios, although turning the Dynamic Select knob to Sport+ or Race makes shifts more fierce.

The new C 63 Coupé is more nimble than before, too. While our rain-soaked test drive in Spain wasn't ideal, the two-door shone with its direct steering and composure at high speed. Compared to the slightly snappy M4, the Mercedes felt easier to live with, despite its intoxicating performance.

Dial the car down to Comfort mode, and it's almost relaxing. The seats are firm, and while there's still a hard edge to the suspension, inside it's surprisingly refined.

Acres of carbon fibre trim, top-quality leather and racy Alcantara add an extra level of pleasure to the standard Coupé's interior.



**EQUIPMENT** All AMG cars get a sports exhaust as standard, as well as 18-inch alloys, AMG styling and the COMAND infotainment system



**PRACTICALITY** Buyers wanting loads of interior space should look at the saloon or Estate, but there's still enough room for adults in the back



## Verdict

WHILE the practical Estate remains our favourite version of the Mercedes-AMG C 63 family, this Coupé model is a fitting range-topper. It's more than just a two-door version of the saloon, offering a more hardcore driving experience. A fabulous engine and chassis are neatly served up under a body that shouts brute force. We can't wait to test it in the UK against the BMW M4, but our first taste hints it's more than up to the challenge.





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Ride and handling are improved on most models, but FR is still too firm on rough surfaces

## SEAT Ibiza 1.0

### Performance

0-62mph/top speed  
9.3 seconds/122mph



### Running costs

64.2mpg (official)  
£49 fill-up



**FIRST UK DRIVE** Supermini gets new engine, plus tweaked ride and cabin, but can't hide age



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**AE** SEAT's range is set to expand in the next few years with an influx of SUVs, but the Ibiza and Leon hatchbacks currently take the lion's share of sales. The refreshed and more tech-laden Ibiza has finally arrived in the UK, and we've tested it in sporty FR trim with the brand new 108bhp 1.0-litre engine and a DSG automatic gearbox.

Facing newer rivals like the Mazda 2, Hyundai i20 and Skoda Fabia, the seven-year-old Ibiza isn't the freshest choice. This is its second nip-and-tuck during that time (and a subtle one), but it remains a very smart and attractive small car that visually keeps its advancing years at bay.

New LED daytime running lights, additional colours and fresh alloy wheel designs are all that have changed on the outside. Climb inside and you'll notice many of the hard, scratchy plastics of the old car have been softened and the dated switchgear modernised to bring it in line with the Leon. It's not quite as convincing as its bigger brother, but the general fit and finish and intuitive layout finally bring it up to the class standard.

The most welcome change is the addition of a new five-inch central touchscreen, which replaces the dated and fiddly radio. Fork out an extra £500 for the Technology Pack, and that screen jumps in size to 6.5 inches and

adds sat-nav. It also makes the Ibiza one of the cheapest new cars to come with 'Full Link', which includes Apple CarPlay, Android Auto and MirrorLink smartphone connection.

Under the skin, a new 1.0-litre EcoTSI turbo petrol engine is now available, either with 94bhp or 108bhp. The latter is only offered in range-topping FR spec and with the DSG. It's smooth, punchy and refined, but it's clearly better suited to a manual box – and it's worth noting that the lower-output 1.0-litre feels almost as energetic.

The focus has been on improving the cabin quality, but SEAT has also worked on the suspension and steering to improve ride and handling. Certainly, the models we tested with smaller wheels and a less sporty set-up felt more cushioned, but racy FR spec still feels too firm on rougher roads and lacks control over bumps and crests.

Road noise is an issue, too, but the steering feels direct and turn-in is sharp. It's no match for a Volkswagen Polo for noise isolation, and falls short of the Ford Fiesta for handling and driving fun. Still, it's an accomplished all-rounder and feels well conceived most of the time.

Where the Ibiza can't hide its age, though, is in the back. Even five-door models suffer from a lack of kneeroom, and taller passengers can feel quite hemmed in compared to key rivals. The boot is a reasonable 293 litres, but there aren't many useful storage cubbies.



Soft-touch plastics are welcome inside, while exterior updates include new alloy wheels



**Essentials****SEAT Ibiza FR 1.0 EcoTSI**

<b>Price:</b>	£16,140
<b>Engine:</b>	1.0-litre 3cyl turbo
<b>Power:</b>	108bhp
<b>Transmission:</b>	Seven-speed auto, front-wheel drive
<b>0-62mph:</b>	9.3 seconds
<b>Top speed:</b>	122mph
<b>Economy:</b>	64.2mpg
<b>CO<sub>2</sub>:</b>	102g/km

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**EQUIPMENT** Twin exhausts hint at 108bhp engine's punch. FR also has sports seats, lowered suspension and 16-inch alloys. Sat-nav, 6.5-inch touchscreen and Apple and Android connectivity cost £500



**PRACTICALITY** Not the roomiest cabin in this class – the Ibiza can't match the new Skoda Fabia for passenger space in the back, but the 293-litre boot is a decent enough size

**Verdict**

GLOSS over the familiar exterior and it's easy to spot the welcome changes SEAT has made to the Ibiza. The dash (a bugbear on the old car) is improved significantly and the addition of Apple CarPlay is a good selling point. The 1.0-litre turbo is impressive, too, but the ageing underpinnings show in the lack of rear space and average driving dynamics. The Ibiza is also a better-value package in a lower spec than this range-topping FR trim.

**SEAT Ibiza Cupra****FIRST DRIVE** Updated pocket rocket is fast and fun with new manual gearbox**NEED TO KNOW**

The new Cupra will be cheaper than the old model as the six-speed manual replaces auto gearbox



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**AE** NOT one to shy away from a hot hatch battle, SEAT has also given its ageing Ibiza Cupra a new lease of life, and we've driven it in Spain for the first time.

You'll be hard-pressed to spot the visual differences – some extra gloss-black trim and the standard car's new LED daytime running lights are the only exterior changes.

Cabin quality was a weak point on the outgoing model, but a new centre console brightens it up, and a slick 6.5-inch touchscreen with Bluetooth and DAB can be added for £240. The Cupra still suffers from a lack of rear passenger space, though, when compared to the roomier VW Polo GTI.

What the Ibiza Cupra now shares with the Polo is the 1.8-litre TSI turbo petrol engine, developing 118bhp and 70Nm of torque more than the old twin-charged 1.4. It certainly feels potent from the off, with

solid torque delivery from 1,500rpm right up to 5,000rpm. Helping you make the most of that strong mid-range is the slick new manual gearbox. SEAT has ditched the old seven-speed dual-clutch transmission as it claims buyers wanted a more involving drive. Take note, Renaultsport.

Better still, the Cupra is now more usable day-to-day, thanks to standard-fit adaptive dampers. Select Sport mode and the throttle response improves, the steering weights up and the exhaust takes a bassier rumble. Normal is probably the best compromise – it offered a firm but controlled ride over our twisty test route.

That added comfort hasn't come at the expense of handling, either. It feels softer than a Ford Fiesta ST on turn-in, but it still enters a bend keenly and body control is tight, with the standard-fit XDS electronic locking differential getting the power down to the road effectively. It feels agile and composed, but there isn't the same playful and adjustable feel you get in the Ford.

Yet a big lure for buyers will be the price. Official figures are yet to be announced, but SEAT is hoping to price the Ibiza Cupra at about £18,000 – that's £1,000 less than the Polo.

**Adaptive dampers help the ride, while handling is agile and composed**

**Performance**

0-62mph/top speed  
6.7 seconds/149mph

**Essentials****SEAT Ibiza Cupra**

<b>Price:</b>	£18,000 (est)
<b>Engine:</b>	1.8-litre 4cyl turbo
<b>Power:</b>	189bhp
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	6.7 seconds
<b>Top speed:</b>	149mph
<b>Economy:</b>	47.1mpg
<b>CO<sub>2</sub>:</b>	139g/km

**ON SALE December**

**EQUIPMENT** Slick new six-speed manual gearbox helps make the most of the 1.8-litre TSI turbo engine, and new touchscreen is big improvement



**PRACTICALITY** Cabin quality has been improved over the previous version, but it's still tight for space in here, particularly for rear passengers

**Verdict**

**THIS** is easily the most convincing Ibiza Cupra SEAT has produced in the model's two decades on sale. A sharper chassis, torquey new engine and the return of a manual gearbox are enough to make it more rewarding to drive than ever. The car doesn't quite have the grin-inducing ability of a Ford Fiesta ST, but it's easier to live with day-to-day.







# Porsche 911 Cabriolet

**FIRST DRIVE** New turbocharged drop-top is quicker and more efficient, but quieter



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**AE** DRIVING a convertible sports car should be an event. It's about the theatre of getting behind the wheel, lowering the roof, firing up the engine and enjoying the noise. But what happens to the experience if that engine is now turbocharged?

Like the Carrera coupé we tested last week (Issue 1,397), this facelifted Porsche 911 Cabriolet now uses a 3.0-litre flat-six twin-turbo engine, rather than the larger, naturally aspirated unit of the old car. But does that mean the days of the 911's traditional rasping exhaust are now numbered? We jumped behind the wheel of the new entry-level £87,641 Cabriolet, fitted with Porsche's seven-speed PDK dual-clutch gearbox, to find out.

The answer isn't a simple one, as even with the £1,773 optional Sports exhaust, the updated 991-generation car doesn't quite bark as you'd expect when you press

the accelerator to the floor. What it does do is leap down the road at an incredible rate.

That's thanks to the new engine's extra performance. There's 365bhp and a decent 450Nm on offer – that's 20bhp and 60Nm more than its predecessor – and it shows. The extra torque is also available lower in the rev range, from 1,700rpm to 5,000rpm, so the 0-62mph sprint time is down to 4.4 seconds on our PDK model with the Sport Chrono pack. The big benefit is you can now leave the car in gear and let it pull you out of bends, whereas before you had to wring the engine's neck to maximise performance.

Rev it to the 7,500rpm limiter and there's still lots of fun to be had. However, the extra spine-tingling rasp from the old car has gone. And with the breeze carrying the noise backwards and away from the cabin on the move, it's hard to hear the engine – the most noticeable sound is the sucking and whooshing of the turbos. It's actually noisier with the roof up, as you hear the engine howling from the inside, punctuated



**Cabriolet can feel fidgety on poor road surfaces, even with adaptive dampers**



## Essentials

### Porsche 911 Cabriolet

<b>Price:</b>	£87,641
<b>Engine:</b>	3.0-litre 6cyl twin-turbo
<b>Power:</b>	365bhp
<b>Transmission:</b>	Seven-speed PDK auto, rear-wheel drive
<b>0-62mph:</b>	4.4 seconds
<b>Top speed:</b>	180mph
<b>Economy:</b>	37.3mpg
<b>CO<sub>2</sub>:</b>	172g/km

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**EQUIPMENT** Switch on top of right-hand bank can lift the nose to provide extra ground clearance. Apple CarPlay is standard, as are adaptive dampers for a more comfortable ride



**HANDLING** This switch on the multifunction steering wheel offers four driving modes that alter engine responsiveness and steering



New touchscreen adds smart gestures. Rear seats still for kids or bags you can't fit under bonnet



### NEED TO KNOW

Latest Cabriolet is also available with a seven-speed manual box, but this is less efficient than the PDK



### Engine sounds better in cabin with top up; with it down, all you hear is turbo whoosh

by rapid-fire shifts on the swift and smooth PDK gearbox. There's a nice crackle when you lift off the accelerator, too.

As with the coupé, Porsche's PASM adaptive dampers now come as standard, so, while the ride height is 10mm lower, with Normal and Sport modes giving a greater breadth of ability, this 911 Cabriolet is even more comfortable and a better performer on the right road.

However, chopping the roof off means the drop-top feels fidgety on bad roads. It's a good cruiser, but the chassis wobbles when you push it harder in corners – as the grip and G-forces build, you can feel the structure flex. It's not the most reassuring feeling, and in Sport mode it's even worse. The ride only settles down on smooth roads.

At least with the wind deflector up there's not much buffeting in the cabin. In fact, put

the roof up and it's almost as refined as the hard-top, with very little wind whistle from around the door seals, either.

The basic cabin layout is very similar to the previous model, but Porsche has added a new infotainment system with a seven-inch touchscreen. It's smarter, too, and works like a smartphone, recognising swipe gestures, for example.

Continuing with the Porsche's extra usability, the engine is now even more efficient. If you're in the market for a near-£90,000 convertible, fuel economy might not be at the top of your priority list, but it promises respectable running costs, claiming 37.7mpg and 172g/km of CO<sub>2</sub>.

Unlike the 911 coupé, out-and-out driving matters less with the Cabriolet. It's all about the experience of driving a soft-top, and while the looks are still there, the noise has been dampened down a few decibels – which might put some traditional 911 Cabriolet buyers off.



## Verdict

LIKE the new Carrera coupé, this facelifted Porsche 911 Cabriolet is faster and more efficient than ever before. It's more usable, too, thanks to that new turbocharged engine, an improved chassis and some extra tech inside – but it's not without its flaws. The lack of aural drama is the biggest issue, and that's a real concern with a cabriolet. Having said that, the trade-off is more accessible performance, and there's no denying that this Cabriolet still offers an impressive turn of pace.







## DS 4

**FIRST UK DRIVE** Verdict as revised posh hatch lands on British roads



IT'S been more than 12 months since DS struck out on its own from Citroen, but bosses admit it will be years before buyers view it alongside fellow upmarket brands like Audi and Lexus. They hope the facelifted DS 4 will help – the premium hatch joins the revised DS 5 and existing DS 3 in the UK range, and we've driven it here for the first time.

The DS 4 now sits lower to the ground, and gets a classy chrome grille, DS logo, intricate LED headlamps and reprofiled bumpers.

It's more plush inside, too, especially if you spec the optional watch strap leather. There's plenty of kit, and the seven-inch touchscreen seen in other PSA Peugeot-Citroen products is now more user-friendly.

But hard, scratchy plastics are visible around the doors and lower dash, while steering wheel adjustment is limited. What really lets the DS 4 down is the space in the rear: it's really cramped, plus the doors are narrow and you still can't open the windows. At least the 385-litre boot is a decent size.

DS cites a promising ambition to offer "dynamic hyper comfort". Engineers have worked on the chassis to provide a perfect balance between comfort and handling, but this isn't apparent on the road. While body control is decent and it resists understeer well, oddly the steering is heavy at low speeds and lifeless as you push on, plus the long-throw manual box is hardly sporty.

Worse still is the ride. On smooth roads it feels softly sprung, but rougher surfaces unsettle it and our test car's 19-inch wheels thumped over big potholes. Still, road and wind noise aren't intrusive, while the 2.0-litre diesel is punchy, smooth and efficient.

At £23,495, our DS 4 Prestige also looks decent value next to the Audi A3 and Infiniti Q30 – you'll have to pay considerably more if you want similar spec or power in either.

**Inconsistent ride means DS 4 feels soft on smooth surfaces, but thumps over bumps**



**Touchscreen dominates the dash; watch strap leather looks fantastic**

### DS 4 Prestige BlueHDi 150

<b>Price:</b>	£23,495
<b>Engine:</b>	2.0-litre 4cyl diesel
<b>Power:</b>	148bhp
<b>Transmission:</b>	Six-speed manual, front-wheel drive
<b>0-62mph:</b>	8.8 seconds
<b>Top speed:</b>	129mph
<b>Economy:</b>	72.4mpg
<b>CO<sub>2</sub>:</b>	103g/km

**ON SALE Now**



### Verdict

ODDBALL, leftfield, quirky... call it what you will, but even without Citroen badges, the DS 4 remains difficult to recommend. It's stylish, represents decent value for money and this diesel is our pick, but it falls short of premium rivals when it comes to ride, handling and practicality.



## Coming soon



### ASTON MARTIN DBX 2017

Aston's first SUV, the DBX, will dramatically boost sales, and there could even be an all-electric version.

#### SUPERMINIS

Ford Ka Plus	2017
Ford Fiesta	2017
Kia Rio	2018
Nissan Micra	summer 2016
Renault Twingo GT	2016
Renault 5	late 2017
SEAT Ibiza	2017
Smart ForTwo Brabus	mid 2016
Suzuki Swift	2017
Suzuki Baleno	2016
Volkswagen Polo	2017

#### FAMILY CARS

Alfa Romeo Giulia	autumn 2016
Alfa Romeo Giulia Estate	late 2016
Audi A3 three-cylinder	2016
BMW 3 Series Plug-in	early 2016
BMW i5	2016
Fiat Tipo	2016
Honda Civic	2017
Honda FCV	mid 2016
Infiniti Q60	late 2016
Kia Optima estate	2016
Kia Sportage	2016
Jaguar XE Sportbrake	2016
Mazda large SUV	2017
MG5	2020
MINI Countryman	2017
Nissan Leaf	mid 2016
Porsche Panamera	2016
Porsche Panamera estate	2017
Renault Mégane	mid 2016
Tesla Model III	late 2016
Toyota Prius	spring 2016
Vauxhall Insignia	2017
VW Beetle Dune	mid 2016
VW Golf CC	2016

#### SPORTS CARS

Abarth 124 Spider	2017
Abarth 500X	late 2016
Alfa 4C Stradale	2016
Alfa 6C	2016
Aston Martin DB11	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi RS4	late 2016
Audi S4	mid 2016
Audi TT RS	2016
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW i8 Plus	late 2016
BMW M1	2016
BMW M2	2016
BMW M4 GTS	2016
Bugatti Chiron	2017
Caterham sports car	2018
Ferrari 488 Spider	spring 2016
Ford GT	2016
Ford Focus RS	2016
Honda CR-Z	2017
Honda NSX	late 2016
Infiniti Q60	2016
Jaguar XE R	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lamborghini Huracán Superleggera	2016
Lexus RC	early 2016
Lexus LF-LC	2016
Maserati Alfieri	2017
Maserati Gran Turismo	late 2017
McLaren 540 C	2016
Mercedes C-Class Coupé	December 2016
Mercedes C 450 AMG Sport	2016
Mercedes-AMG C 63 Coupé	2016
MG TF replacement	2020
MINI Clubman JCW	2017
Nissan Pulsar Nismo	mid 2016
Peugeot 308 R Hybrid	2016
Peugeot 408 GT	2018
Porsche 961	2017
Porsche Mission E	spring 2017
Porsche Pajun	2018

Renault Alpine	late 2016
Toyota FT-1 (Supra)	2017
VW Golf R400	2016
TVR sports car	2017
VW Golf GTI Mk8	summer 2019
VW Scirocco GTS	2016

#### SUVs

Alfa Romeo SUV	2017
Aston Martin DBX	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2018
Audi Q8	2020
Audi RS Q1	late 2016
Bentley 'Baby' Bentayga	late 2017
BMW 1 Series Sport Cross	2017
BMW X2	2017
BMW X3	2016
BMW X7	2018
Citroen Grand Cactus	2017
Dacia Duster facelift	2016
Ford Edge	spring 2016
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Jaguar 'Baby' F-Pace	2017
Kia Niro	2018
Lamborghini Urus	2018
Land Rover Defender	2018
Land Rover Discovery 5	late 2016
Lexus RX	early 2016
Maserati Levante	2016
Mercedes-AMG GT four-door	2017
Mercedes GLC Coupé	early 2016
Mercedes GLS	early 2016
MG GS	summer 2016
Mitsubishi ASX	spring 2017
Mitsubishi Shogun	2017
Nissan Juke	summer 2018
Peugeot 3008	2017
Porsche Cayenne Coupé	2017
Porsche Panamera	late 2016
Qoros 2 SUV	2016
Qoros 3 City SUV	2017
Renault Alaskan pick-up	2016
Renault seven-seat SUV	2017
Rolls-Royce Cullinan	2018
SEAT SUV	late 2016
Skoda seven-seat SUV	late 2016
Skoda Coupé SUV	2017
Skoda Yeti	2017
Suzuki Ignis	2017
Tesla Model X	spring 2016
Toyota C-HR	2017
Volkswagen Tiguan	2016
Volkswagen Golf SUV	2017
Volvo XC40	2018
Volvo XC60	2017

#### PEOPLE MOVERS

Renault Scenic	late 2016
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#### CABRIOLETS

Audi R8 Spyder	spring 2016
Abarth 124 Spider	2017
BMW M2 Convertible	2017
Fiat 124 Spider	summer 2016
Jaguar F-Type SVR	2016
Jaguar XE Convertible	2016
Lamborghini Huracán Spyder	2016
Mercedes C-Class Cabriolet	mid 2016
Mercedes S-Class Cabriolet	early 2016
MINI Convertible	2016
Range Rover Evoque Cabriolet	2016
Rolls-Royce Dawn	2016
VW Beetle Dune cabriolet	2016

#### LUXURY CARS

Audi A8	2017
BMW 5 Series	2016
Cadillac ELR	2016
Infiniti Q80	2017
Lexus GS	2016
Mercedes E-Class	2016
Rolls-Royce Phantom	2017
VW Phaeton	2017
Volvo S90	late 2016



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AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
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AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP  
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1M » 411+ BHP  
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M4/M3 3.0T » 520+ BHP  
M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
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C350/CLS350/E350/S350 » 315 BHP  
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EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

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997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 315+ BHP  
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PANAMERA DIESEL » 315+ BHP

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FERRARI 599 » 647 BHP  
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MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
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# Back to its best?

We see if Peugeot's hot hatch revival continues as new 308 GTi meets Ford and SEAT

**AE** FOR years Peugeot's GTi badge ruled the hot hatchback sector. Its 205 GTi is a truly iconic car, although after its demise the brand launched a string of underperforming lukewarm models which failed to catch the imagination.

But 2015 marked the start of Peugeot's resurgence with its focused 208 GTi by Peugeot Sport supermini, and the company is aiming to

upscale that car's mouthwatering recipe for its latest effort: the 308 GTi. Based on the five-door-only 308, it blends practicality and performance. With the RCZ R coupé's 1.6-litre four-cylinder turbo under the bonnet, plus a big brake upgrade and a chassis tuned by Peugeot's motorsport arm, it promises to combine driving thrills with space for the family and their luggage. But it's got a glut of

talented rivals to take on if it wants to top the class – and two of the toughest are the Ford Focus ST and our favourite hot hatch, the SEAT Leon Cupra 280.

The ST was updated late last year, and now Ford-endorsed tuning arm Mountune has upped power by 10 per cent. The Leon is as appealing as ever, and like all our test cars, has a rip-roaring engine and a manual box. But which comes out on top?



Pictures: Pete Gibson Location: Mallory Park, Leicestershire



Updated Mitsubishi SUV meets upmarket Kia in seven-seater shoot-out.



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### Ford Focus ST-2 Mountune 275

**Price:** £25,495 **Engine:** 2.0-litre 4cyl turbo, 271bhp  
**0-60mph:** 6.4 seconds **Test economy:** 29.8mpg/6.6mpl  
**CO<sub>2</sub>:** 159g/km **Annual road tax:** £180



### SEAT Leon Cupra 280

**Price:** £28,210 **Engine:** 2.0-litre 4cyl turbo, 276bhp  
**0-60mph:** 6.6 seconds **Test economy:** 28.7mpg/6.3mpl  
**CO<sub>2</sub>:** 156g/km **Annual road tax:** £180



### Peugeot 308 GTi 270

**Price:** £28,155 **Engine:** 1.6-litre 4cyl turbo, 268bhp  
**0-60mph:** 6.2 seconds **Test economy:** 31.9mpg/7.0mpl  
**CO<sub>2</sub>:** 139g/km **Annual road tax:** £130





**MODEL TESTED:** Peugeot 308 GTi 270 by Peugeot Sport

**PRICE:** £28,155 **ENGINE:** 1.6-litre 4cyl, 268bhp

**AE** PEUGEOT is on a roll with its hot hatches, but can this new 308 GTi emulate its smaller sibling, the 208 GTi, when it comes to fun and flexibility? We test the more powerful 308 GTi by Peugeot Sport, priced at £28,155, to find out.

## Styling 3.9/5

YOU might have to glance twice at this 308 to realise it's a cut above Peugeot's regular family five-doors. But look a little bit closer, and the performance cues are easier to spot.

Gently blistered wheelarches house dark grey 19-inch alloy wheels, which are wrapped in high-performance Michelin Super Sport tyres, while through the spokes you can make out the large 380mm front brakes, developed on the race track.

The GTi's nose looks even more aggressive than the regular car's, with black inserts low down in the bumper, either side of the dark grille. Among the other design highlights are a sculpted bonnet, chrome inserts and indicators that sweep in the direction you're turning.

That strong shoulder line along the 308's doors runs into the tail-lights, which wrap around the bodywork on to the rear wings. There's a chunky bumper featuring a gloss black panel and twin tailpipes lower down, as well as a small boot spoiler and an extra crease under the number plate that completes the sharp look from the back. Small, red-edged GTi badges on the bootlid and front wings give another visual clue as to the performance on offer.

While it might not be the most in-your-face hot hatch from the outside, the 308 leaves you in no doubt about its potential when you open the driver's door, as you lower yourself into a firm bucket seat that fixes your hips in place.

There's lots of racy Alcantara and red stitching to go with the car's trademark high-quality materials, with brushed metal around the air vents and solid switchgear finishing the cabin off nicely. And this top-spec model comes with lots of equipment.

A large 9.7-inch infotainment system with sat-nav, DAB, Bluetooth and a rear-view camera comes as standard. Also controlled through the touchscreen are the climate control, radio and other functions, which means there aren't many buttons on the central fascia. It gives a clean, uncluttered look, but it's spoiled slightly by Peugeot's i-Cockpit driving position and layout (see Testers' notes, above).

## Driving 4.2/5

THIS top-spec 308 GTi 270 features a special limited-slip differential to help find extra traction in tricky conditions. Combined with the 268bhp 1.6-litre four-cylinder turbo engine, it means the car pulls strongly out of corners.

As our pictures show, our performance tests were conducted in the wet – but even with its fairly extreme tyres, the 308 sniffed out grip and put its power down well. While its rivals have 2.0-litre engines, the Peugeot gets a 1.6, and it needs to be revved harder to extract maximum acceleration, as peak power comes in at 6,000rpm. As a result, you have to work the gearbox – its shift action isn't the most positive, but it's light, so you can change up and down ratios quickly to keep the engine on the boil.

The GTi also has the least torque on test, at 330Nm, yet as it's the lightest car, with a 1,205kg kerbweight, it was the fastest from 0-60mph, using that clever

### Testers' notes

"As with the smaller 208, the 308 uses Peugeot's i-Cockpit layout – this includes the low-mounted, small steering wheel that you look over rather than through to see the dials. It works better in this sportier GTi model, but it still has its limitations. If you want to make the most of the car's sporty bucket seats with a low driving position, you might find the dials obscured by the steering wheel."



James Disdale Road test editor

diff to great effect to dispatch the benchmark sprint in 6.2 seconds. It only lost out to the Focus and Leon in the higher gears, where the lack of torque showed, but between 30 and 50mph in third and fourth it was joint fastest with the Ford, taking 2.6 and 3.4 seconds respectively.

These cars are about more than just straight-line performance, though. Handling is just as important, and the 308 scores well here. Lots of grip enables you to really lean on the front tyres to claw the road, and the big, motorsport-inspired, 380mm front brakes allow the 270 to slow as well as it goes – only the dry-biased tyres stopped it outbraking its rivals here.

You can flick the Peugeot through tight turns thanks to its small steering wheel, too. It feels agile and alert, with a chassis to match the motor and make the most of the grip on offer. However, it takes some time to get used to the way the Peugeot responds, and it can feel overly sensitive at times.

By no means is it too extreme for the road, though – in fact, with the low-profile tyres and large 19-inch alloys, the 270's ride is still composed and comfortable. The suspension is firm, but soaks up nasty bumps with great control and a soft edge to the damping. The real trick is that it offers plenty of support for faster cornering at the same time, meaning you can carry some impressive speeds for a family hatchback.

## Ownership 4.0/5

IN our Driver Power 2015 satisfaction survey, Peugeot was the highest-ranked brand out of this trio, coming 10th. It fared even better for dealer service, finishing fifth behind premium brands like Lexus and Porsche.

The regular 308 was in the top 20 in the same poll, with owners praising Peugeot's family five-door in our survey for its build quality and comfortable ride.

With six airbags as standard, plus autonomous braking and a five-star Euro NCAP safety rating, the GTi offers as much protection as it does performance.

## Running costs 3.7/5

THANKS to its downsized 1.6-litre engine, the Peugeot is more efficient than its rivals when you don't need all of its power. We recorded 31.9mpg on test, which was 2.1mpg up on the Focus and 3.2mpg ahead of the Leon, and it emits 20g/km less CO<sub>2</sub> than the ST, at 139g/km.

That makes road tax cheaper, at £130 per year, and means it's a more cost-effective company car. It's more expensive than the ST, at £28,155, but £55 cheaper than the Cupra. As a result, higher-rate tax payers will shell out £2,461 a year to run the GTi – £36 and £448 less than those choosing the Ford and SEAT respectively.

## Design

TWIN exhausts protrude from gloss black panel on the rear bumper, while 19-inch alloys and low-profile Michelin tyres give surprisingly smooth ride. There's lots of grip and the GTi handles superbly



# Peugeot 308







## 308 GTi



**CO<sub>2</sub>/tax**  
139g/km  
£130 or 22%



**Practicality**  
Boot (seats up/down)  
470/1,309 litres



**Performance**  
0-60/30-70mph  
6.2/5.4 seconds



**Braking**  
70-0/60-0/30-0mph  
55.1/40.5/10.6m



**Running costs**  
31.9mpg (on test)  
£57 fill-up



### Interior

DASH has minimalist look, and firm bucket seats hold you tight



### Practicality 4.1/5

ON top of its financial appeal, the 308 offers strong practicality, as its 470-litre boot is the biggest of the trio. Fold the back seats, and its advantage isn't quite as great – maximum capacity is 1,309 litres – but this is still the biggest load bay overall.

Climb aboard and it doesn't feel quite as roomy, especially in the back. Although the large panoramic roof lets in plenty of light and there's decent legroom, rear passengers will feel more hemmed in than those in the Ford or SEAT. It adds to the sporty feel, but if you're mounting child seats using the Isofix points, it'll be a tighter squeeze than in the other cars. Up front it's spacious, but the fuses eat into the glovebox – a clumsy legacy of the switch from left to right-hand drive.

### Testers' notes

"The mechanical diff can make the 308 feel unruly if you're not patient with the throttle – especially in the wet. It responds better to a deft foot, so feed the power in gently and the car will find the best of the grip available."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** Ford Focus ST-2 Mountune 275

**PRICE:** £25,495 **ENGINE:** 2.0-litre 4cyl, 271bhp

**AE** THE Ford Focus ST is one of the most hardcore hot hatches on the market, so by adding the £1,250 Mountune pack, has it lost any more of its usability? To find out, here we test the £25,495 ST-2 model (including the Mountune extras), which promises to balance cost with kit.

## Styling 4.1/5

IN metallic silver the ST doesn't look as aggressive as it can in some of Ford's more in-your-face colours. Next to the angular, bright blue SEAT in our pictures, its softer curves don't jump out at you as much; the design is more similar in spirit to the subtler 308 GTi.

There's a deep front bumper with a large, mesh trapezoidal grille. Narrow headlights and some sharper creases in the bonnet give the Ford a scowl, while the gently flared wheelarches reinforce its muscular stance. At the sides, a few more gentle creases and some deep side skirts give the Focus a ground-hugging stance – especially with the optional 19-inch alloy wheels fitted to our test car.

At the rear, the ST is the most recognisable. It's the only one of our three test cars to feature a large rear spoiler, which means the raked and rounded hatch looks a lot sportier. Then there's the deep rear bumper with the central-exit exhaust that burbles away when you start up the engine.

A facelift at the start of the year sharpened up some of the ST's trademark design elements, such as the wraparound tail-light clusters. The changes are positive, and the outcome is a mean-looking car.

It's a pity the interior doesn't live up to the exterior. The Ford's cabin is easily the least inspiring here, with expanses of shiny black plastic on the centre console and surrounding the SYNC2 multimedia system.

Material quality is good, if not as solid as in rivals, and the cabin layout feels confused. Lots of small buttons cover the dash, and although the different sections of the infotainment system control most functions, it's not as slick an interface as in the 308.

The driving position is easily the best, though – comfortable and sporty – thanks to the excellent Recaro sports seats standard on the ST-2. Alongside the seats, this car gets DAB, climate control, Bluetooth and a Quickclear windscreen, but the kit on offer can't match the 308 and Leon's level of equipment.

Our test car was fitted with plenty of options, including a rear view camera and an £800 Style Pack, taking the total price to £28,825. So to make the cheaper Focus a match for its rivals in this test, you have to tick plenty of options boxes.

## Driving 4.7/5

AS with the smaller Fiesta ST, adding the Mountune pack to the Focus brings extra performance without compromising the car's dynamics. The tweaks consist of a larger intercooler, a performance air filter and a retuned ECU, and free up an extra 25bhp and 40Nm of torque. However, the wet conditions made it hard for us to exploit this extra power off the line, and we could only coax the ST from 0-60mph in 6.4 seconds.

The car performed better in our other tests, though. Between 30 and 50mph in third and fourth gear, it recorded the same times as the Peugeot and beat the SEAT, taking 2.6 and 3.4 seconds respectively. It was the fastest car between 50 and 70mph in fifth and sixth gears, too, taking 4.4 and 5.5 seconds.

The 50Nm of extra torque means the motor is incredibly flexible. It comes in higher, at 3,500rpm,

### Testers' notes

"If you're really into your hot hatches and like the idea of the extra performance in the Ford, you can choose the colour of the Mountune upgrades. A black pack adds a dark finish to the new parts, while black decals are available for the bottom of the ST's doors. We like the relatively anonymous look of this tuned Ford, but for those who fancy something more stand-out, different coloured wheels and lurid paint colours are offered, too."



James Disdale Road test editor

but allows the Ford to romp ahead when you push the accelerator. There's a lovely off-beat burble from under the bonnet as the engine rips on towards its rev limiter, too, making the most of that extra power.

Like the 308, the gearshift is light, but it feels more precise in the Focus, which gives you confidence to quickly slot the next ratio home.

On the road, especially bad surfaces, the Ford feels less forgiving, however. The ride isn't as composed on optional 19-inch wheels, and the firmer springs and dampers give an odd pitching motion over bumpy tarmac, bouncing you up and down in your seat.

However, this doesn't upset the car's line through corners and actually makes it feel extremely planted. The taut suspension controls the body brilliantly; iron-fist damping means the ST doesn't wallow around, so you can throw the car into a corner and lean on the high grip levels thanks to the quick steering that delivers detailed feedback.

Yet where the 308's is too fast due to the small wheel, the Ford's is too fast because of the calibration. Tiny adjustments see the ST dart around; the aggressive chassis settings mean the front wheels follow ruts.

## Ownership 2.9/5

THE Mountune upgrade kit is officially sanctioned by Ford, so the Focus' standard three-year/60,000-mile warranty is unaffected. That's an important point, as ST owners might have to visit their dealer more often than they may have bargained for. Ford finished near the bottom of the manufacturers' chart in our Driver Power 2015 satisfaction survey, in 25th position – and was ranked the 24th most reliable brand out of 32 – while its garage network placed a lowly 26th out of 31 in our dealer survey.

Safety isn't in question, though. The Focus was awarded a full five-star Euro NCAP rating, on the back of its six standard airbags, while Ford offers its Driver Assistance system as a £450 option.

## Running costs 3.7/5

IT'S the cheapest car to buy, and the Ford is also the residuals king. Our experts predict it will hold on to 49.7 per cent of its value after three years, so it'll depreciate by £12,671. That compares to £15,454 for the Peugeot and a fairly steep £16,111 for the SEAT.

Three years' routine servicing works out cheaper than for the Leon, too (£570 for the Ford vs £587 for the SEAT). However, Peugeot's £13 per month deal, based on a 36-month contract, means 308 owners will save a healthy £102. This will help to offset the slightly higher insurance costs (see Page 48).

## Design

OPTIONAL 19-inch alloys hamper ride, but combine with the rear spoiler to give ST extra presence. Steering is a little bit too quick, although body control is superb



# Ford Focus







## S ST



**CO<sub>2</sub>/tax**  
159g/km  
£180 or 26%



**Practicality**  
Boot (seats up/down)  
316/1,215 litres



**Performance**  
0-60/30-70mph  
6.4/5.4 seconds



**Braking**  
70-0/60-0/30-0mph  
57.0/42.1/11.0m



**Running costs**  
29.8mpg (on test)  
£67 fill-up



### Quality

CHEAP plastic around screen lets ST down, but Recaros are great



### Practicality 3.4/5

EVEN though it's the best driver's car here, five-door hatches like these have to cover many bases, and the Focus loses out on practicality. With a 316-litre boot, it finishes behind its rivals in the space race.

There's more room in the rear than in the 308, despite the deep front seats, but less than in the SEAT. Plus, the rising window line contributes to a tighter feel in the back.

Storage is good, with a large glovebox, plenty of trays in the front and big door bins, but the Focus has more clever tricks – plastic protectors (£85) pop out to stop car park dings when you open the doors, while the fuel filler has no cap. The fuel door is the cap, so you won't get your hands dirty when filling up.

### Testers' notes

"The fast, responsive steering is great on the right road, but the Focus has very little lock, so manoeuvring can be a chore. A three-point turn will take a few more turns in the ST, yet it's worth it for the detailed feedback."



**Dean Gibson** Deputy road test ed.



**MODEL TESTED:** SEAT Leon Cupra 280  
**PRICE:** £28,210 **ENGINE:** 2.0-litre 4cyl, 276bhp

**AE** THE SEAT Leon Cupra has set the hot hatch standard for a couple of years. With its blend of performance, handling and everyday usability, it's a hugely talented all-rounder.

Recent tweaks to the line-up mean the lower-powered 265 model has been dropped, while the 280 is now available in all three bodystyles: SC three-door, ST estate and five-door hatchback. We test the latter here in £28,210 manual guise.

## Styling 4.2/5

THREE years on from launch, the Leon still has the ability to turn heads. Complex creases in the body panels create an angular, aggressive, but stylish design. As a result, SEAT hasn't had to go overboard in the transformation from humble model to hot hatch. There's a bigger front bumper with five slotted holes aimed at cooling the 2.0-litre turbocharged engine, plus eye-catching LED headlamps and a racy grille picked out with gloss black trim.

At the rear, twin tailpipes hint at the performance available from the Cupra, as do the discreet badges dotted around the car. Our test model was also fitted with the understated £505 Black Line pack, which adds two-tone black and silver 19-inch alloy wheels, a black grille surround and black door mirrors. SEAT offers much less subtle Orange Line and White Line versions of the same pack as well. Overall, the Leon isn't as sporty as the Ford, but it has more presence than the stealthy Peugeot.

However, there's little to separate the car from the 308 on premium appeal, as both feature decent materials and solid build quality. While the Leon's interior doesn't have quite the minimalist design flair of its rival, it's smartly styled and, crucially, easier to get along with.

The stylised dials are clear, with a well balanced mix between the analogue gauges and the central driver information screen. There's also a large 6.5-inch touchscreen for the multimedia system, which features sat-nav, Bluetooth and DAB. Another neat feature is the LED lighting in the doors, which changes colour from white to red depending on the driving mode selected.

Our Leon was fitted with the £1,055 Cupra leather pack, which adds electric heated leather seats. They aren't full buckets and don't hold you in place as well as the Ford's superb Recaros. Still, you do get loads of standard kit, including parking sensors, cruise and dual-zone climate control, LED headlights, sat-nav and a DAB radio as standard.

## Driving 4.6/5

PUTTING 276bhp through the front wheels is a tough ask for any car, but the SEAT has an advantage in the form of an electronically controlled limited-slip differential (the Peugeot features a mechanical set-up, while the Ford has to make do with torque vectoring only). Yet although this clever system helps tame the Cupra through a series of corners, it wasn't as effective during our performance tests.

Like the ST Estate we tested earlier in the year (Issue 1,396), the Leon was hobbled at the track by a traction control system that refused to fully disengage. As a result, the car bogged down whenever it detected wheelspin, limiting it to a best 0-60mph sprint time of 6.6 seconds, which was four-tenths slower than the Peugeot. Still, the Cupra turned the tables during our 30-70mph acceleration

### Testers' notes

"Other hot hatches are sharper to drive, others faster and some feel more upmarket, but few can match the SEAT's well rounded character and depth of ability. Regardless of the road, weather conditions or your mood, it seems to be able to adapt perfectly. Yet don't think the car doesn't have teeth, because around a twisty track or challenging back road, it'll show a clean pair of heels to almost any front-wheel-drive challenger"



James Disdale Road test editor

test through the gears, using its muscular 350Nm torque output to good effect.

Out in the real world, the Leon feels as explosively quick as the figures suggest. The 2.0-litre turbo is impressively smooth, and thanks to its capacity advantage over the 308's 1.6-litre, it pulls hard from low down. There's a gutsy mid-range that allows effortless overtaking, so you don't have to keep changing gears, yet it also thrives on hard work with a relentless rush to the rev limiter. It's a great performance engine matched to a light but sweet six-speed manual box that works with more precision than the Peugeot's occasionally clunky transmission.

The clever differential isn't the only hi-tech addition to the Cupra, because adaptive dampers are also standard. You can choose between Comfort, Normal and Cupra modes to control the firmness of the suspension, as well as the throttle response and steering weight. Whatever setting you choose, the Leon benefits from loads of grip, rock-solid composure and impressive traction, with the diff helping resist understeer and keeping the car locked on to a line even during hard cornering.

Elsewhere, the steering is light but precise and the brakes deliver fade-free stopping power. Ultimately the Cupra isn't quite as involving as the agile Focus, but it strikes a far better balance between fun and family friendly comfort.

## Ownership 3.8/5

THE recent improvement in SEAT's line-up of cars is reflected in the brand's performance in our Driver Power satisfaction survey; it climbed nine places to 15th in the 2015 manufacturers' chart.

Yet it's not all good news: while the company's garages improved on their showing in last year's dealer survey, they still finished 27th out of 31 in 2015. The Leon should be reliable, though: it was voted the fourth best car to live with in Driver Power 2015, and this hot version should be no different.

There's a strong emphasis on safety, too, with the Cupra benefiting from seven airbags, a three-stage stability control system and auto lights and wipers. You can also add a driver fatigue sensor and lane keep assist for £400, plus adaptive cruise control for £515.

## Running costs 3.5/5

THE Leon claws back some ground on the 308 when it comes to insurance. It sits in group 33 – one group lower than the Peugeot. This means it'll cost £551 for our sample driver to insure. That's a small £11 saving over the 308, and undercuts the Ford's quote by £57.



# SEAT Leon



## Practicality 4.0/5

OPEN the Leon's bootlid by lifting the large SEAT badge and you're met by a wide aperture and a 380-litre load bay. That's way ahead of the Ford, but 40 litres behind the Peugeot.

Still, the luggage space is well shaped and benefits from 60:40 split-fold rear seats, and when you lower these you liberate a handy 1,210 litres of carrying capacity.

There's plenty of room in the back seats, as well as up front, so the leather-trimmed cabin is comfortable on long journeys. The well laid-out design also has lots of cubbies, with one in front of the gearlever, twin cup-holders and decent-sized door pockets.



**CO<sub>2</sub>/tax**156g/km  
£180 or 26%**Practicality**Boot (seats up/down)  
380/1,210 litres**Performance**0-60/30-70mph  
6.6/5.2 seconds**Braking**70-0/60-0/30-0mph  
54.3/38.9/9.4m**Running costs**28.7mpg (on test)  
£54 fill-up

## HEAD TO HEAD

### Noise

SPORT modes on the Peugeot and SEAT boost throttle response and, crucially, noise. The Leon sounds better than the artificial noise piped through the 308's speakers, even though the exhaust whoosh is appealing from outside.

The Ford's naturally enhanced engine roar is the best – it builds from a deep rumble to a high-rev warble and fits the car's character.



### Flexibility

ONLY the Leon Cupra is available as a three-door, but these five-doors all have to seamlessly mix performance and practicality.

The SEAT does this best, with the neatest blend of comfort, quality, performance and space. The 308 is the softest, while the Focus feels eager all the time.



### Sporty design

ALL three cars look great, with styling pitched well for everyday use. The sharper Ford is more overtly sporting, while the 308 has rounded edges and subtle visual extras. SEAT's designers have cleverly enhanced what was already there with a few tweaks.

## Leon Cupra



### Interior

SMART styling and high-grade materials give the Leon a top-quality feel inside, and our car came with the £1,055 optional Cupra leather pack, which added heated seats

### Hot stuff

LEON delivers explosive pace to match its racy looks, with impressive grip from 19-inch optional alloys.



### Testers' notes

"If you want a harder-edged Cupra, the £2,685 Sub8 pack adds lighter 19-inch alloys, sticky Michelin Sport Cup 2 tyres and Brembo front brakes with larger-diameter discs. The space-saver spare is also ditched to save weight."



Sean Carson Senior road tester



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# Figures

SEAT Leon Cupra 280



Peugeot 308 GTi 270 by Peugeot Sport



Ford Focus ST-2 Mountune 275



On the road price/total as tested	£28,210/£30,345	<b>RESIDUAL VALUES</b> PREDICTED resale values have risen marginally since we last tested the Cupra back in Issue 1,376, but they're still the worst here.	£28,155/£29,070	<b>SIZE MATTERS</b> ITS engine is smaller than the SEAT and Ford's, but the Peugeot is almost as potent. It revs hard, and was our fastest car from 0-60mph.	£25,495/£28,825	<b>RUNNING COSTS</b> IT'S a mixed bag, but the Ford depreciates less than its rivals and is the cheapest car to service on test. Watch out for poorer economy and high insurance.
Residual value (after 3yrs/36,000)	<b>£12,099/42.9%</b>		£12,701/45.1%		<b>£12,671/49.7%</b>	
Depreciation	£16,111		£15,454		£12,824	
Annual tax liability std/higher rate	£1,455/£2,909		£1,231/£2,461		£1,249/£2,497	
Annual fuel cost (12k/20k miles)	£2,052/£3,420	<b>ENGINE POWER</b> WHILE it trails the Ford on firepower, the SEAT's torque comes in at the lowest revs, giving it an urgent and eager feeling out on the road.	£1,846/£3,077	<b>BIGGEST BOOT</b> LARGER luggage bay comes from larger dimensions, but even though it has the longest wheelbase here, the 308's cabin feels the tightest.	£1,976/£3,294	<b>WARRANTY</b> MOUNTUNE kit doesn't affect the Ford warranty, so owners benefit from the same comprehensive coverage.
Ins. group/quote/road tax band/cost	33/£551/G/£180		34/£562/E/£130		33/£608/G/£180	
Cost of 1st/2nd/3rd service	£179/£229/£179		£13pm (3yrs/35k)		£570 (3yrs)	
Length/wheelbase	4,236/2,596mm		4,253/2,617mm		4,362/2,648mm	
Height/width	1,423/1,810mm	<b>NCAP RATING</b> ALL three test cars get full five-star Euro NCAP crash test ratings, so there's plenty of peace of mind on offer if these hot hatches are on your shopping list.	1,446/1,804mm	<b>DRIVER POWER</b> PEUGEOT has vastly improved its customer rating in our survey. SEAT also fared better this year, although Ford has slumped.	1,471/1,823mm	<b>CO<sub>2</sub> EMISSIONS</b> THE Focus ST emits the most CO <sub>2</sub> as standard. The Mountune kit doesn't affect it officially, but expect lower mpg than with the regular car.
Engine	4cyl in-line/1,984cc		<b>4cyl in-line/1,598cc</b>		4cyl in-line/2,000cc	
Peak power/revs	<b>276/5,600 bhp/rpm</b>		268/6,000 bhp/rpm		271/5,500 bhp/rpm	
Peak torque/revs	<b>350/1,700 Nm/rpm</b>		330/1,900 Nm/rpm		400/3,500 Nm/rpm	
Transmission	6-spd man/fwd	<b>EQUIPMENT</b> INFOTAINMENT system in the SEAT includes sat-nav, but the screen is smaller and has lower-res graphics than the other cars'. It doesn't look as slick, yet it operates well.	6-spd man/fwd		6-spd man/fwd	
Fuel tank capacity/spare wheel	50 litres/space saver		53 litres/repair kit		62 litres/space saver	
Boot capacity (seats up/down)	380/1,210 litres		<b>470/1,309 litres</b>		316/1,215 litres	
Kerbweight/payload/towing weight	1,375/495/1,500kg		1,205/585kg/N/A		1,437/588kg/N/A	
Turning circle	10.7 metres		10.4 metres		12.0 metres	
Basic warranty (miles)/recovery	3yrs (60,000)/2yrs		3yrs (60,000)/1yr		<b>3yrs (60,000)/1yr</b>	
Service intervals/UK dealers	20,000 (2yrs)/128		20,000 (1yr)/300		12,500 (1yr)/781	
Driver Power manufacturer/dealer pos.	15th/27th		<b>10th/5th</b>		25th/26th	
NCAP: Adult/child/ped./assist/stars	<b>94/92/70/71/5</b>		92/79/64/81/5		92/82/72/71/5	
0-60/30-70mph	6.6/5.2 secs		6.2/5.4 secs		6.4/5.4 secs	
30-50mph in 3rd/4th	2.6/3.8 secs		2.6/3.4 secs		2.6/3.4 secs	
50-70mph in 5th/6th	4.5/6.1 secs		4.6/5.7 secs		4.4/5.5 secs	
Top speed/rpm at 70mph	155mph/2,500rpm		155mph/2,900rpm		154mph/2,500rpm	
Braking 70-0/60-0/30-0mph	54.3/38.9/9.4m		55.1/40.5/10.6m		57.0/42.1/11.0m	
Noise outside/idle/30/70mph	70/52/64/70dB		75/51/64/70dB		70/57/64/70dB	
Auto Express econ (mpg/impl)/range	28.7/6.3/316 miles		31.9/7.0/372 miles		29.8/6.6/406 miles	
Govt urban/extra-urban/combined	32.5/51.4/42.8mpg		34.9/57.6/47.1mpg		32.1/49.6/41.5mpg	
Govt urban/extra-urban/combined	7.2/11.3/9.4mpl		7.7/12.7/10.4mpl		7.1/10.9/9.1mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	227/156g/km/26%		205/139g/km/22%		219/159g/km/26%	
Airbags/Isofix/park sensors/camera	Seven/yes/yes/£215		Six/yes/yes/yes		Six/yes/£325*/ <b>£250</b>	
Automatic box/stability/cruise control	£1,355/yes/yes		No/yes/yes		No/yes/£250	
Climate control/leather/heated seats	Yes/ <b>£695/£360</b>		Yes/part-leather/no		Yes/part-leather/no	
Metallic paint/xenon lights/keyless go	<b>£575</b> /LED/no		<b>£525</b> /LED/yes		<b>£525</b> /no/ <b>£350</b>	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		<b>£250</b> /yes/yes/yes	

## Results

### SEAT

IT'S marginally more expensive than its rivals and not quite as efficient, but the Leon Cupra is still our favourite family hot hatch. Here, performance matters more than practicality, and the car still has the edge. The extra running costs are easier to stomach when the SEAT delivers so much on every front. It's exactly what a combination of thrilling driver's car and practical transport should be.



## 1st

### PEUGEOT

PEUGEOT is on a roll. This GTi takes all the excitement of the smaller hot 208 and mixes it with the classy 308 body, resulting in a strong package of performance, driving thrills and refinement. It adds low running costs and practicality to its long list of talents. It's just not as exciting or as capable as the Leon, and despite a bigger boot, isn't any more practical.



## 2nd

### FORD

ADDING the Mountune performance pack has improved the Focus even further without introducing any compromises. For the money, we would definitely recommend it. However, the standard car has too many flaws to win this test as a usable, everyday hot hatch. The boot is too tiny to ignore and the firm ride could get on your nerves. Still, as a driver's car it's up there.



## 3rd

# SAME PRICE

Other options for similar money...

**NEW:** Honda Civic Type R  
**PRICE:** £29,995 **ENGINE:** 2.0-litre 4cyl, 306bhp

THE looks are divisive, but the new Civic Type R promises more performance for just a bit more money than our test trio. Just be warned: it's even more hardcore than the Ford, with a very firm ride. Plus, interior quality is lacking.



**USED:** Volkswagen Golf R  
**PRICE:** £28,500 **ENGINE:** 2.0-litre 4cyl, 296bhp

IF you fancy more security this winter, second-hand 4WD Golf Rs are going for a song. This price buys a new car with delivery mileage. It still looks chunky, while the solid drivetrain should put the power down even more effectively.





# Road tests

Mitsubishi Outlander vs Kia Sorento



## Mitsubishi Outlander 2.2 DI-D GX4

**Price:** £31,499

**Engine:** 2.2-litre 4cyl turbodiesel, 147bhp

**0-60mph:** 9.8 seconds

**Test economy:** 31.9mpg/7.0mpl

**CO<sub>2</sub>:** 139g/km **Annual road tax:** £130

## Kia Sorento 2.2 CRDi KX-3

**Price:** £35,845

**Engine:** 2.2-litre 4cyl turbodiesel, 197bhp

**0-60mph:** 9.0 seconds

**Test economy:** 46.5mpg/10.2mpl

**CO<sub>2</sub>:** 161g/km **Annual road tax:** £180







# Rough & ready

Pictures: Otis Clay  
Location: Longcross Proving Ground, Chobham, Surrey

**Tough new diesel Mitsubishi Outlander aims to build on success of the plug-in hybrid model. We head off-road to test it against Kia's Sorento**

**AE** MITSUBISHI created a lucrative niche with its Outlander PHEV plug-in hybrid SUV, but what if a petrol plug-in doesn't fit the bill? The off-roader range has just been updated, so we tested the top-spec GX4 diesel model to see what it offers over its electrically assisted sibling – as well as what it's like compared to one of its toughest rivals.

If you cover plenty of miles or want a more robust vehicle to tackle some rough terrain, the diesel model will likely suit you

better. This market is crowded, though. The Kia Sorento, which received a commendation at our 2015 New Car Awards, is a rugged off-roader that retains the brand's dependable roots yet continues Kia's charge upmarket.

As a result, prices have risen, so the KX-3 model tested here is a considerable £4,346 more than the Mitsubishi. But does this translate into a more practical, indulgent seven-seater, or are you better off buying the cheaper model?



**MODEL TESTED:** Mitsubishi Outlander 2.2 DI-D GX4

**PRICE:** £31,499 **ENGINE:** 2.2-litre 4cyl, 147bhp

**AE** SMARTER styling, minor interior updates and, Mitsubishi claims, a smoother ride mean this new Outlander is a stronger contender than ever in the SUV class. Range-topping GX4s trim is only available with an auto gearbox, so here we test the top-spec manual – the £31,499 Outlander GX4 – to find out how successful these changes are.

### Styling 3.2/5

THE old Outlander didn't have the sharpest design. Every curve and angle seemed downturned, which gave the car a heavy appearance. However, with its fresh face, this new model looks revitalised.

At the front, there's now a larger and more striking chrome grille and narrower headlamps, which are flanked by two bright silver blades to create an X shape. A big, gloss-black insert adds to the look.

A splash of extra chrome and tweaked tail-lights sharpen up the rear, while a new bumper design – including the reversing lights – helps to reduce the visual bulk and improve access to the boot. To reinforce the Mitsubishi's off-road ability, there are plastic body claddings around the wheelarches. There's also cladding on the doors, which are finished with more chrome and add some flair to the relatively flat panels – there's only one significant crease running from the front wings back to the wraparound tail-lamps.

Our GX4 manual test car comes in at £31,499, with metallic paint adding an extra £500. There's a £279 Protection Pack available if you intend to hit some more advanced off-road trails, but the Outlander comes well equipped as standard for the price. Cruise and climate control, heated leather seats, keyless go, sat-nav, DAB radio, Bluetooth and a reversing camera are all standard, yet parking sensors are a £148 extra.

The way this equipment is integrated into the interior leaves a little to be desired. There's a new four-spoke steering wheel, more soft-touch plastic on top of the dash and extra piano-black plastic on show, but the basic layout is the same as before. The infotainment system is an off-the-shelf item that's not the easiest to operate, while some of the materials still don't feel up to scratch compared to the softer surfaces in the Kia Sorento.

### Driving 2.9/5

ON top of the interior improvements, Mitsubishi has reduced intrusive engine noise, although the Outlander's 2.2-litre diesel still sounds clattery on the move, as our noise readings show. However, there's a decent spread of torque on tap, delivering reasonable performance thanks to the car's relatively low kerbweight for a seven-seater, at 1,600kg.

It means that the less powerful 147bhp model serves up adequate acceleration. In our performance tests, the car sprinted from 0-60mph in 9.8 seconds – not helped by the short first gear – while its acceleration between 30 and 50mph in lower ratios was good. It matched the more potent Kia from 50-70mph in fifth with a time of 7.5 seconds, but longer gearing in sixth meant the Outlander trailed the Sorento by 1.3 seconds, taking 11.0 seconds.

While the Mitsubishi's straight-line performance is adequate, its cornering ability isn't quite as impressive. Even leisurely, everyday driving highlights the car's lack of grip; turn into a corner, and you have to apply more steering lock than you might think to keep the nose

### Testers' notes

"If you don't cover many miles, Mitsubishi's PHEV plug-in doesn't carry the usual price penalty some hybrids do. It's helped by the £5,000 Government Plug-in Car Grant, but CO<sub>2</sub> emissions of just 42g/km mean higher-rate earners will pay £2,444 less company car tax per year than for the GX4 diesel. It has a quoted all-electric range of 32 miles, although you lose the two rear seats due to the hybrid's battery pack."



James Disdale Road test editor

on line. Still, the softer ride is an improvement over the old model, thanks to retuned springs and dampers, but the suspension still struggles with bigger bumps – especially the back axle, which hops and crashes.

The front end is better and takes rough tarmac in its stride by absorbing bumps more softly, but the Outlander still feels fidgety on bad roads as a result of the mismatch between front and back. The gearshift isn't the smoothest, either, with a long throw and an inconsistent, sometimes notchy action.

### Ownership 3.5/5

MITSUBISHI has a good reputation for dependability, with a decent 11th-place ranking for reliability in the manufacturers' chart of our Driver Power 2015 satisfaction survey. But its 27th place overall is way down the order. The brand's franchises fared well for customer service, though, coming 18th.

The previous Outlander was voted the 66th best car to live with in our top 200. As this updated version retains the practicality and low running costs praised by customers, it should be even more user-friendly.

That goes for safety, too, as this GX4 model is fitted with LED headlamps to improve visibility. The car also gets seven airbags, autonomous city braking and a tyre pressure monitor, which helped its predecessor achieve a full five-star Euro NCAP safety rating, including a 100 per cent score in the safety assist category. Structural improvements that offer better protection in a crash mean this 2016 model year Outlander should score well when it's reassessed.

### Practicality 4.3/5

IN two, five and seven-seat configuration, the Mitsubishi's boot is smaller than the Sorento's, offering 128, 591 and 1,608 respective litres of space. It's not quite as roomy for passengers, either, with less legroom in the second row than in the Kia.

You can slide the 60:40 split rear bench to maximise luggage or legroom, but the back seats don't flip forward to give access to the third row like in some other SUVs and MPVs. This means you have to manually slide the seats forward and then tilt the backrest separately. The third row is easy to put up and down, but once you're back there, space is more limited than in its rival. Plus, passengers in the very back don't get air vents or air-conditioning controls, although there are cup-holders for storage.

Storage is good inside, with a big glovebox, deep door bins, a pair of cup-holders between the front seats and another large tray – highlighting the cabin's practical rather than premium focus.

### Handling

OUTLANDER isn't blessed with lots of grip, which doesn't encourage fast-paced cornering. The ride is softer than before



# Mitsubishi



### Gearbox

SIX-speed manual box has a long throw and inconsistent shift action; 4WD can be locked for off-roading







## Back seats

OUTLANDER'S 60:40 split rear bench slides back and forth for more legroom or boot space, yet the seats don't fold forward for access to the cramped rearmost row

# Outlander



**CO<sub>2</sub>/tax**  
139g/km  
£130 or 25%



**Practicality**  
Boot (7/5/2 seats)  
128/591/1,608 litres



**Performance**  
0-60/30-70mph  
9.8/10.1 seconds



**Braking**  
70-0/60-0/30-0mph  
49.0/35.8/9.1m



**Running costs**  
31.9mpg (on test)  
£66 fill-up



## Interior

WELL equipped cabin's layout is similar to the old model's, yet there's better-quality plastic throughout. Sunroof is smaller than Sorento's



## Running costs 3.0/5

WHILE the Outlander is cheaper to buy than the Kia, this is instantly offset when you look at running costs. On test, we recorded fuel economy of only 31.9mpg against the Sorento's 46.5mpg figure, which is higher than Kia's claims. It means you'll spend around £590 more per year on diesel if you go for the Mitsubishi.

Add pricier servicing – three years' maintenance comes to £700, which is twice as much as the £349 package for the Sorento – and you can see how much more you'll pay to keep the Outlander on the road.

Predicted residual values are lower, at 41 per cent, so the Mitsubishi is set to depreciate more than the Kia – losing £18,600 of its new value after three years. That's £129 more than the Sorento.

## Testers' notes

"Along with the off-road protection, there are plenty of bright bits to personalise the Outlander's appearance. Deeper bumpers, wing mirror covers, side skirts and extra chrome are all available."



**Dean Gibson** Dep. road test editor



**MODEL TESTED:** Kia Sorento 2.2 CRDi KX-3

**PRICE:** £35,845 **ENGINE:** 2.2-litre 4cyl, 197bhp

**AE** THE Kia Sorento is a favourite of ours, and took a commendation in the Best Large SUV category at our 2015 New Car Awards (Issue 1,377). The new model is more upmarket than ever, yet the car's rugged image, off-road ability and impressive interior space remain. Here, we test the £35,845 KX-3 manual model, although the car in our pictures is an auto.

### Styling 3.8/5

KIA went to town redesigning its current seven-seat SUV, and it shows when compared to the facelifted Mitsubishi Outlander. There's an all-new platform and a new design, too – and the third-generation Sorento has a more flowing shape than its square-set predecessor. The bold grille with a 3D vent pattern, large foglights, black air dam and narrow, swept-back headlamps make the Kia look striking from the front.

It's a larger car than the Outlander, and it looks it in the metal thanks to the chunkier design elements. The sculpted doors together with a higher belt line and a narrower, swoopier window line make the car appear solid. Little details like gloss-black plastic on the lower half of the wing mirrors and black plastic around the door sills and wheelarches visually shrink the car, while the chrome details add some sparkle.

At the rear, the design changes are less radical – the bumper gets a big black insert to reinforce its all-terrain credentials, while there's a bootlid spoiler that provides a sportier appearance, as well as two big air vents. Below this are the heating controls, while chrome detailing that sections off the different zones of the dash provides a neat, uncluttered look.

Open the weighty-feeling door, and you're met by a smart cabin. Kia has clearly aimed upmarket here, as the material quality is much better than in the Mitsubishi. Soft-touch plastic covers the dash, with a clever design that looks like stitching giving the impression of leather. It's not quite the real thing, but it still feels good. The layout is more logical, too, with large buttons sitting either side of the clear central touchscreen, as well as two big air vents. Below this are the heating controls, while chrome detailing that sections off the different zones of the dash provides a neat, uncluttered look.

You wouldn't call the Mitsubishi under equipped, but the Kia's kit count eclipses its rival's. Of course, it's more expensive, with a 10-speaker Infinity sound system, Bluetooth, an eight-inch touchscreen with sat-nav and DAB radio as standard. Plus, a reversing camera, parking sensors, heated leather seats, climate and cruise control and a panoramic roof are included.

### Driving 3.6/5

DESPITE weighing 332kg more than the Outlander, the Sorento was actually faster in our performance tests. Its 2.2-litre turbodiesel engine delivers 50bhp more than its rival, at 197bhp, plus 422Nm of torque.

This meant it accelerated from 50-70mph in sixth 1.3 seconds faster than the Mitsubishi, in 9.7 seconds. It was eight-tenths quicker from 0-60mph, too, completing the benchmark sprint in nine seconds flat. The Kia couldn't shake off the Outlander in our other tests thanks to its higher kerbweight, but this didn't translate into less agile handling, as it feels more solid and composed.

Performance is less of an issue with big off-roaders like these, though. Comfort is more important – and the Sorento's softer suspension soaks up bad surface imperfections better than its rival. Body

### Testers' notes

"If you like the look of the new Sorento but not its elevated pricing over the Outlander, you could drop down a few trim levels. The KX-1 comes in at £28,795 with the bare minimum of kit. KX-2 models start from £31,995 and almost offer price parity with the GX4 Outlander. There's still lots on offer, such as DAB, Bluetooth, a seven-inch sat-nav system and reversing camera, parking sensors and heated leather seats."



James Disdale Road test editor

control is still decent, and while the Mitsubishi's brittle ride at the back axle upsets the car in corners, the Kia floats over humps and bumps.

As with the Outlander, there isn't much grip on offer. In the wet, the Kia's sure-footed feel disappears, although with selectable driving modes, you can add extra weight to the steering in the Sport setting.

Turn off the tarmac, and the Sorento's solidity returns. Both cars feature four-wheel drive and a locking differential, which means they're closely matched when the going gets rough. There's plenty of traction on loose, muddy surfaces, although the Kia edges ahead in terms of towing capacity. The Korean car can lug up to 2,500kg, while the Mitsubishi lags 500kg behind.

### Ownership 4.0/5

KIA finished eight places higher than Mitsubishi in our Driver Power 2015 satisfaction survey, thanks to attractive benefits such as the seven-year warranty on all its new cars. This applies to the Sorento, so it should be easy to live with and offer peace of mind.

As the SUV is new this year, it wasn't included in our 2015 poll, although owners praised the previous Sorento's reliability. And the fact that the newcomer shares its engines and transmissions with that car means we expect this one to be just as dependable.

Plus, with even more safety tech, it'll offer extra protection. Lane departure warning, six airbags and a speed limiter are all standard, with blind spot detection and rear cross traffic alert available on the range-topping KX-4 model. It's surprising that Kia didn't opt to make automatic emergency braking an option on the new Sorento, though.

### Practicality 4.5/5

BIG SUVs like these need to offer flexibility by the bucket load, and the Kia is the more usable choice in this test. It provides 142, 605 and 1,662 litres of boot space in seven, five and two-seat configurations respectively – but the Sorento's talents run a lot deeper than space alone.

It boasts levers to fold the rear seats remotely, some useful under-floor storage and ventilation controls for third-row passengers. Both cars get powered tailgates, plus 12V and USB sockets to charge your gadgets, but the Sorento's extra storage means it edges further ahead. On top of this, the Infinity sound system brings with it third-row speakers, while legroom back there is better. However, one drawback is that only the kerb-side seat folds to give access to the third row.

### Refinement

KIA has much softer suspension than its rival, which means it rides smoothly over rough roads



# Kia Sorento



### Running costs 3.6/5

THE Kia's advantage when it comes to running costs is clear, while the fact that it depreciates less than the Mitsubishi means its price disadvantage is immediately eroded if you're a private buyer. It's the same story for business users, as factoring in fuel costs, company car and road tax, insurance and servicing, the Sorento is actually cheaper to run than the Outlander.

The pricier Kia is rated one insurance group lower than the Mitsubishi at 26, so cover costs for our sample driver came out cheaper, at £731. Yet CO<sub>2</sub> emissions of 161g/km mean the Sorento is £50 more expensive to tax than its 139g/km rival, at £180 a year.



**CO<sub>2</sub>/tax**

161g/km  
£180 or 30%

**Practicality**

Boot (7/5/2 seats)  
142/605/1,662 litres

**Performance**

0-60/30-70mph  
9.0/9.5 seconds

**Braking**

70-0/60-0/30-0mph  
48.4/34.8/8.9m

**Running costs**

46.5mpg (on test)  
£78 fill-up

**Cornering**

LIKE its opponent here, Sorento's short on grip and struggles to hold its line when cornering in the wet

**HEAD TO HEAD****Usability**

THE Kia is the more versatile seven-seater in almost every measurable form here. On top of the details we've already mentioned, it features clever sill protectors that open with the doors, so you don't get muddy trousers when climbing into the car after going off-road. It's touches like this that edge the Sorento ahead of the Outlander.

**Quality**

WHILE the Mitsubishi is now more tempting thanks to its refreshed looks, it can't match the Kia for quality. Both cars will appeal to families, but you can fit adults in the rearmost seats in the Sorento, while the Outlander will only take children – and the Kia feels more expensive inside.

**Design**

THE Outlander's visual updates work well, especially the big chrome inserts. These cars feature big graphics and bold grilles, with clever light treatment to make them more recognisable. Both are also available with lots of personalisation accessories.

**Sunroof**

PANORAMIC roof makes the cabin feel airy and cements Kia's rear space advantage over the Outlander. Load area is also bigger

**Testers' notes**

"The Sorento will be better for towing as it has the higher weight limit here, at 2,500kg. It also gets a raft of electronics to keep you stable, including Trailer Stability Assist and self-levelling suspension."



**Sean Carson** Senior road tester



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# Figures

**Kia Sorento  
2.2 CRDi KX-3**

**Mitsubishi  
Outlander  
2.2 Di-D GX4**


On the road price/total as tested	£35,845/£38,175	<b>RESIDUALS</b> THE Kia is likely to hold on to far more of its value, helping to offset its higher list price.	£31,499/£31,999	<b>DIMENSIONS</b> OUTLANDER is less spacious inside, thanks to its smaller body and shorter wheelbase. It's also slightly taller; you have to climb aboard.
Residual value (after 3yrs/36,000)	<b>£17,374/48.5%</b>		£12,899/41.0%	
Depreciation	£18,471		£18,600	
Annual tax liability std/higher rate	£2,137/£4,273		£1,575/£3,150	
Annual fuel cost (12k/20k miles)	£1,290/£2,150		£1,880/£3,134	
Ins. group/quote/road tax band/cost	26/£731/G/£180	<b>SERVICING PACK</b> SERVICING the Sorento over three years of ownership will cost around half of what Mitsubishi charges. Seven-year warranty sweetens the deal.	27/£591/E/£130	<b>DRIVER POWER</b> PREVIOUS model did reasonably in this year's satisfaction survey, although Mitsubishi ranked worse than Kia in the manufacturers' chart of our Driver Power 2015 poll.
Cost of 1st/2nd/3rd service	<b>£349 (3yrs)</b>		£700 (3yrs)	
Length/wheelbase	4,780/2,780mm		<b>4,695/2,670mm</b>	
Height/width	1,685/1,890mm		<b>1,680/1,810mm</b>	
Engine	4cyl in-line/2,199cc		4cyl in-line/2,268cc	
Peak power/revs	197/3,800 bhp/rpm	<b>PERFORMANCE</b> HEAVIER Kia was faster than its rival here, thanks to its more potent engine. It was also more efficient in its time in our hands.	147/3,500 bhp/rpm	<b>LOW CO<sub>2</sub></b> DESPITE its relatively poor test fuel economy, the Mitsubishi's quoted CO <sub>2</sub> emissions are much lower than the Kia's, which will benefit business users.
Peak torque/revs	422/1,800 Nm/rpm		380/1,750 Nm/rpm	
Transmission	6-spd man/4wd		6-spd man/4wd	
Fuel tank capacity/spare wheel	71 litres/full-size		60 litres/space saver	
Boot capacity (7/5/2 seats)	142/605/1,662 litres		128/591/1,608 litres	
Kerbweight/payload/towing weight	1,932/658/2,500kg	<b>STANDARD KIT</b> THESE cars have a similar standard of kit, including heated leather seats, but you pay for it in the Kia. Mitsubishi offers a good balance of value and features.	1,600/660/2,000kg	<b>DRIVER POWER</b> PREVIOUS model did reasonably in this year's satisfaction survey, although Mitsubishi ranked worse than Kia in the manufacturers' chart of our Driver Power 2015 poll.
Turning circle	11.1 metres		10.6 metres	
Basic warranty (miles)/recovery	7yrs (100,000)/1yr		5yrs (62,500)/3yrs	
Service intervals/UK dealers	20,000 miles (1yr)/170		12,500 miles (1yr)/113	
Driver Power manufacturer/dealer pos.	19th/14th		<b>27th/18th</b>	
NCAP: Adult/child/ped./assist/stars	90/83/67/71/5		94/83/64/100/5	
0-60/30-70mph	<b>9.0/9.5 secs</b>	<b>STANDARD KIT</b> THESE cars have a similar standard of kit, including heated leather seats, but you pay for it in the Kia. Mitsubishi offers a good balance of value and features.	9.8/10.1 secs	<b>LOW CO<sub>2</sub></b> DESPITE its relatively poor test fuel economy, the Mitsubishi's quoted CO <sub>2</sub> emissions are much lower than the Kia's, which will benefit business users.
30-50mph in 3rd/4th	3.7/5.0 secs		3.7/5.5 secs	
50-70mph in 5th/6th	7.5/9.7 secs		7.5/11.0 secs	
Top speed/rpm at 70mph	124mph/2,000rpm		124mph/1,800rpm	
Braking 70-0/60-0/30-0mph	48.4/34.8/8.9m		49.0/35.8/9.1m	
Noise outside/idle/30/70mph	67/45/62/70dB	<b>STANDARD KIT</b> THESE cars have a similar standard of kit, including heated leather seats, but you pay for it in the Kia. Mitsubishi offers a good balance of value and features.	74/52/65/73dB	<b>LOW CO<sub>2</sub></b> DESPITE its relatively poor test fuel economy, the Mitsubishi's quoted CO <sub>2</sub> emissions are much lower than the Kia's, which will benefit business users.
Auto Express econ (mpg/mpl)/range	46.5/10.2/726 miles		31.9/7.0/421 miles	
Govt urban/extra-urban/combined	37.2/53.3/46.3mpg		45.6/58.9/53.3mpg	
Govt urban/extra-urban/combined	8.2/11.7/10.2mpl		10.0/13.0/11.7mpl	
Actual/claimed CO <sub>2</sub> /tax bracket	163/161g/km/30%		237/ <b>139g/km/25%</b>	
Airbags/Isofix/park sensors/camera	Six/yes/yes/yes	<b>STANDARD KIT</b> THESE cars have a similar standard of kit, including heated leather seats, but you pay for it in the Kia. Mitsubishi offers a good balance of value and features.	Seven/yes/£148/yes	<b>LOW CO<sub>2</sub></b> DESPITE its relatively poor test fuel economy, the Mitsubishi's quoted CO <sub>2</sub> emissions are much lower than the Kia's, which will benefit business users.
Automatic box/stability/cruise control	£1,755/yes/yes		£1,400/yes/yes	
Climate control/leather/heated seats	Yes/yes/yes		Yes/yes/yes	
Metallic paint/xenon lights/keyless go	<b>£575</b> /yes/no		<b>£500</b> /LED/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

## Deals & discounts

Facts, figures and advice powered by [carbuyer.co.uk](http://carbuyer.co.uk)

**carbuyer**  
.co.uk

UNTIL the end of next month, Mitsubishi is cutting **£1,000** from the price of all diesel Outlanders, taking our GX4 test car down to **£30,499**.

And at the bottom end of the range, it means you can pick up a seven-seat SUV for the price of a family hatch – the **£23,799** GX2 still comes with climate and cruise control, a speed limiter and a tyre pressure monitor.

Look elsewhere and there are some big cash discounts to be had on new cars built to order from dealers. We found a **£3,835** saving at [buyacar.co.uk](http://buyacar.co.uk), taking the price down to **£27,664**.

This cash price applies to the finance deal as well – it's based on a **£2,780** deposit and 48 monthly payments of **£399**, with interest charged at 6.9 per cent APR and a final payment of **£10,935**.

The broker is offering some big discounts on the Kia, too. We found a **£3,527** saving on the KX-3 diesel manual model we tested, bringing the price down to **£31,068**. However, despite a lower 5.9 per cent APR interest rate and a bigger deposit of **£3,230**, monthly payments are higher, at **£453**, based on a 36-month deal.

## Results

### KIA

IT'S more expensive, but the Sorento will be much cheaper to run than the Outlander. There's more to this victory than that, though, as the elegant design, practical and premium-feeling interior and strong refinement all add to the Kia's considerable appeal. Performance is strong as well, while the ride comfort ensures it'll cope effortlessly with family road trips.



# 1st

### MITSUBISHI

THE updated Outlander is clearly an improved package – not least the design. It's more comfortable as well, but the engine and transmission are still more agricultural than the Kia's and not as frugal. However, with a cabin packed full of equipment and attractive pricing, the Mitsubishi ticks all the right boxes if you're after a big SUV on a budget.



# 2nd

In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or [www.theAA.com](http://www.theAA.com)) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

## RIVALS

Other options in this category...

Hyundai Santa Fe Premium (7 seat)  
PRICE: £32,445 ENGINE: 2.2-litre 4cyl, 197bhp

KIA'S sister company Hyundai also offers a seven-seat SUV. The Santa Fe looks smart and has plenty of kit; and as it uses the same powertrain as the Kia, it's good to drive. Premium trim gets lots of features, but is still attractively priced.



Land Rover Discovery Sport SE TD4  
PRICE: £32,395 ENGINE: 2.0-litre 4cyl, 178bhp

THE entry-level Discovery Sport SE falls into the Sorento and Outlander's price bracket, and with the new Ingenium diesel, the '5+2' seat model is a great buy. It's our favourite compact SUV, blending quality and off-road ability in a stylish body.





# Our cars



**James Batchelor**  
James.Batchelor@dennis.co.uk

**AE** FORGET Porsche turbocharging its new 911s, or even Range Rover lopping the roof off the Evoque for the Convertible version; it's the Jaguar XE that's caused the biggest stir this year. Not only has Jag finally built a car that can kick BMW, Mercedes and Audi into touch in the company car stakes, it's produced a package we'd all buy on merit rather than for its British roots.

Earlier this year, we gave the XE five stars on its road test debut (Issue 1,355), plus it waltzed out of the Auto Express New Car Awards with the Compact Executive Car of the Year crown. More recently, we've been happily surprised that the XE has held on to its class title in the face of challenges from the excellent, revised BMW 3 Series, plus the new Audi A4, which moves the game on for interior quality. The Jag takes key ingredients from its rivals and adds a dollop of style, sex appeal and a real wow factor. It's only narrowly ahead, but it's ahead nonetheless.

In fact, Jaguar dealers claim it's the car's 'must-have' element that's drawing buyers in, as I discovered when I picked up the newest addition to the Auto Express fleet from Guy Salmon Jaguar in Thames Ditton, London. Sales executive Claudio De Freitas told me the new Jag is attracting a lot of customers, with a fair number of X-Type owners trading up to the newcomer. Yet it's also tempting younger people who've never considered a Jaguar before.

The brand is offering a large number of personalisation options for the XE in an attempt to capture as many buyers as it can – from business users to private buyers after a distinctive saloon. And while I was ogling an F-Type, Claudio was readying the brochure and upholstery charts so I could choose my perfect XE.

There's a vast number of exterior, leather and wheel choices on offer, but I selected



# Jaguar XE



## Running costs

47.0mpg (on test)

£62 fill-up

**FIRST REPORT** We fly flag as top compact exec joins fleet

Pete Gibson



**We love Bluefire metallic paint finish, and now we can't wait to put XE through its paces**

what I consider the best combination: the racy R Sport with Bluefire metallic paint (£620), smart 18-inch five-spoke Star alloys and a black and blue leather interior.

We've kept things simple on the options list, too, specifying the Cold Climate Pack (heated screen, steering wheel and washer jets for £525), Parking Pack (front and rear sensors and rear camera for £530) 10x10-way Electric Front Seats (£765) and Wi-Fi

**"The Jaguar takes key ingredients from its rivals and adds style, sex appeal and a real wow factor"**

## INTERIOR

Sales executive Claudio De Freitas (right) showed our man Batchelor how to sync his phone with the InControl system, which is really simple to use



## Second opinion

"Many company car drivers will pick the XE just because it's not one of the usual suspects from BMW, Audi or Mercedes. Yet the Jag deserves to be at the top of their wishlists on talent alone, as it's stylish, well equipped, good to drive and economical."



**Dean Gibson**  
Deputy road test editor

hotspot (£300). Also included on our car is Jag's InControl Secure tracker (£510), as you can never be sure what'll happen.

Under the bonnet is the Wolverhampton-built 178bhp 2.0-litre four-cylinder diesel with a slick eight-speed auto. Jag claims 67.3mpg economy, yet I've struggled to better 47mpg. It's still early days, though, and as I swung out of the dealer into the world of Jag ownership, I couldn't wait to start piling on the miles.



## Essentials

### Jaguar XE 2.0d R Sport

**On fleet since:** October 2015

**Price new:** £34,775

**Engine:** 2.0-litre 4cyl  
turbodiesel, 178bhp

**CO<sub>2</sub>/tax:** 111g/km/£20

**Options:** Bluefire metallic paint (£620), 18-inch alloys, Jet/Midnight Blue leather, etched aluminium veneers, ambient interior lighting (all no cost), Cold Climate Pack (£525), Parking Pack (£530), 10x10-way Electric Front Seats (£765), Wi-Fi hotspot (£300), InControl Secure (£510)

**Insurance\*:** Group: 27 Quote: £562

**Mileage/mpg:** 3,020/47.0mpg

**Any problems?** None so far

\*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



**WE LIKE** Five-spoke 18-inch alloys are simple but look great. We can't complain about the ride – refinement is a real plus point

## Fleetwatch



Octavia Scout was serviced quickly, efficiently and for a reasonable price. It's just a pity local dealer is leaving Skoda franchise network

### Skoda Octavia Scout

WITH our Octavia Scout rapidly approaching 19,000 miles, the on-board computer flashed up an oil change countdown. So deputy road test editor Dean Gibson booked the car in with his local Skoda service centre, Prestons of Writtle, Essex, for scheduled maintenance.

The first surprise was the time offered to book it in, which was 2pm. Lots of larger franchises will ask for the car to be there at 8am, and you won't hear back from staff until mid-afternoon. So when the service desk said it would be done in half an hour, it was a bit of a shock.

As it turns out, our car is on a long-life schedule, which is based on miles covered rather than time, so the service took an hour, although Dean was forewarned about this. The next surprise was the bill – a reasonable £133, and £6 less than Skoda's countrywide minor service charge.

Unfortunately, Prestons is being dropped from the network at the end of the year, which is a shame, as the level of service we received was a reminder of Skoda's stellar performance in our Driver Power surveys.



### Citroen C4 Cactus

EXACTLY how much does a C4 Cactus hold? That's the question Carbuyer editor Stuart Milne has tried – and as yet failed – to answer.

Despite its compact dimensions, the Cactus has accommodated all that's been asked of it. The latest was 12 lengths of 2.4m decking and several lengths of 2x4 timber. That's got to be close to the car's limit, judging by the way they had to be carefully laid and wedged into the front passenger footwell.

That particular trip was followed by several trips to the tip. And despite the odd bit of teeth sucking, our man managed to cram everything in. The boot carpet is easy to remove, with a couple of metal rings that double as handles – and it's just as easy to replace once cleaned.

It's not quite perfect, though. The boot lip is quite high, making it hard to lift heavy things in, and it's easy to drop luggage on to the uncarpeted parts of the boot, which could damage both car and cargo. It's easy to catch the seatbelts when returning the one-piece folding seatback to its upright position, too.

## Our fleet INDEX

**Audi RS3 Sportback**

Issue 1,388

**Caterham Seven 270S**

Issue 1,397

**Citroen C4 Cactus**

Issues 1,365, 1,374, 1,385, 1,395

**Fiat 500X**

Issue 1,393

**Ford Mondeo**

Issues 1,373, 1,378, 1,389

**Honda CR-V**

Issue 1,395

**Jaguar XE**

New arrival

**Kia Sorento**

Issue 1,395

**Lexus NX 300h**

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**Mazda 2**

Iss 1,370, 1,381, 1,386, 1,397

**Range Rover Sport**

Iss 1,356, 1,363, 1,382, 1,393

**Renault Twingo**

Issues 1,368, 1,387

**SEAT Leon X-Perience**

Issue 1,384

**Skoda Octavia Scout**

Issues 1,382, 1,392

**SsangYong Tivoli**

New arrival

**Suzuki Vitara**

Issues 1,379, 1,388

**Toyota Verso**

Issues 1,381, 1,391



### Practicality

Boot  
455 litres



**WE DON'T** The rear end is plain compared to the rest of the svelte styling. At a glance, the tail-lights look like they've been pinched from an Audi A5



## Verdict

WE'VE been itching to spend more time with the Jaguar XE. It's easily one of the most impressive new models to be launched this year, and it's shone so far in individual and group tests. Now is our chance to see whether the XE is a great car to live with. So far, so good.



We've told you about our cars  
Now tell us about yours  
[www.autoexpress.co.uk/driverpower](http://www.autoexpress.co.uk/driverpower)





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THIS WEEK'S  
HOT KITINTERIOR CLEANERS AIM  
TO KEEP GERMS AT BAY

## NEW PRODUCT

Gtechniq Interior Antibacterial  
Protection range

Price: From £7.25

Contact: 01327 811 015, [www.gtechniq.com](http://www.gtechniq.com)

STATISTICS show motorists spend an average of three years of their lives inside their cars, and that puts us in close proximity to a whole load of unpleasant bacteria.

Things can get worse in winter, with moisture in the cabin making fabrics more susceptible to damp and mould. But the chemists at Gtechniq have teamed up with Biocote to create a range of antibacterial cleaners to keep you healthy.

This new product line aims to create a more hygienic environment, and it claims to not only kill germs but also protect surfaces it's applied to so they can't develop again.

The "extremely durable" line-up includes Leather Guard, Matte Dash protect, Tri-clean and Smart Fabric. And the products have been formulated carefully so that they also protect treated surfaces against abrasion, water damage, dye transfer and ultraviolet rays.

Prices for individual bottles start at £7.25, and the range looks great for keeping yourself and your family healthy on the move this winter.



New range of treatments for your interior includes antibacterial properties to ensure you stay healthy in the car this winter

Cat  
Dow

Got a query?

Cat\_Dow@dennis.co.uk  
@AE\_Consumer

Q

How to shift  
protective film

THE new Peugeot 5008 I bought recently still has protective film on the chrome door strips under the window. What's the best way to remove this without scratching the chrome? Kevin Slattery, E-mail

A

PROVIDED the chrome finish is metal plate and not chrome-effect plastic, you can heat the glue with a hairdryer and peel it off. Apply De-Solv-It Sticky Stuff Remover (£4.99, right) on the remaining adhesive and use a damp cloth to shift the excess. Take care not to overheat the area, and test on a discreet area first if you're not sure.



Q

## Should I fit all-season tyres?

THE tyres on my Suzuki SX4 4x4 will soon need replacing. Would you recommend fitting a set of all-season tyres, and if so which ones? Ian Smith, E-mail

A

ALL-season tyres are mainly winter tyres with summer capability (aside from Michelin's CrossClimate, which claims to be a summer tyre with winter capability). Decide when and where you'll be driving to see if it's worth switching. If you're travelling in Europe where winter tyres are required by law, all-season tyres cover you. We recommend the Nokian Weatherproof, which won our Issue 1,387 test of all-season tyres.

Q

## Best headrest iPad mount

I'D like to mount an iPad in the rear of my car so my children can watch movies on longer drives, but the headrest mounts I've tried won't fit my SEAT Mii's seats. Can you suggest one that will? James Ursell, E-mail

A

CHECK out Snugg's iPad headrest mount. It's pricey, and you have to buy a compatible iPad case, but the mount uses a long elastic strap that should go around the Mii's headrest. It costs £19.99 from [thesnugg.co.uk](http://thesnugg.co.uk), with Snugg iPad cases starting at £29.99 for the latest iPad.



# 20 GREAT VALUE GIFTS



We wrap up some top Christmas gift ideas for car fans for under £50

**AE** Tom Wiltshire

WE'D all love to be able to give the petrolhead in our life the car of their dreams this Christmas, but few of us have that kind of budget to play with.

Still, you don't need mega bucks to make a car fan smile when they open their stocking in a month's time, as we've trawled the shops and websites to pick out 20 great motoring gifts for £50 and under.

**"You don't need big bucks to make a car fan smile when they open their presents"**



## Mini Cooper Wireless Computer Mouse

Price: £33.69

Contact: [www.autoregalia.co.uk](http://www.autoregalia.co.uk)

MANY of us yearn for the open road when we're stuck behind a desk, and a wireless computer mouse shaped like a classic car can help while away the hours. Our favourite is this Mini Cooper, but if you're after something a bit more flash, BMW Z4 and Aston Martin DBS mice are also available.



## Gear Stick Cufflinks

Price: £19.99 Contact: [gettingpersonal.co.uk](http://gettingpersonal.co.uk)

THERE'S a huge choice of car-related cufflinks on the market if you're stuck for a car fan's stocking filler this Christmas – and some are more tasteful than others. But we really like these. Although they're more gearknob than Gear Stick, they're subtle, silver-plated and feature a five-speed gate pattern. They even come in a silver-plated box that can be personalised with a message on top.



## Annual Family Pass to the National Motor Museum, Beaulieu

Price: £49

Contact: 01590 612345, [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

BEAULIEU in Hants exhibits some of the world's most interesting cars. A family pass gives a year's access for one adult and four children or two adults and three kids for under £50. Just buy your ticket ahead of your first visit and claim Gift Aid, and you can go as often as you like.



## Tikkettak

Price: £1.99 Contact: [www.tikkettak.com](http://www.tikkettak.com)

DESIGNED and made in Britain, this clever clip holds parking tickets in place on your windscreen – so you no longer need to worry about them falling out of sight and risk picking up a penalty notice. A great stocking filler.

## Official VW Camper Van Aluminium Drinks Bottle

Price: £9.99

Contact: [www.autoregalia.co.uk](http://www.autoregalia.co.uk)

THIS large water bottle is made from sturdy aluminium with a rubber seal around the lid to prevent leaks. It's an officially licensed design and looks great – it's sure to catch the eye of Camper fans everywhere, from the office to the gym. It even comes with a clip to attach the bottle to a bag.



## Leather Driving Gloves

Price: £24.95 Contact: [theoriginalgift.co.uk](http://theoriginalgift.co.uk)

WHEN cars are equipped with heaters and roofs, driving gloves are completely unnecessary – but we still love these classic examples. Fleece-lined, with leather palms and crocheted backs, they conjure up images of starter handles and wooden wheels, and are a great gift.





## Jaguar themed letter opener

Price: £24.99

Contact: 01625 520322,  
www.motorgifts.co.uk

UNUSUAL letter opener is a wonderful gift for the more discerning writer. The attractive seven-inch tool features its own leaping Jaguar mascot, resembling the famous big cat that used to crown the bonnet of many of the brand's models. The letter opener is chrome-plated and comes with its own presentation box, for easy wrapping.



## Xmas Tree Winter Wax

Price: £24.99 (50ml)

Contact: www.powermaxed.com

THIS limited-edition carnauba wax has the zesty, festive scent of fresh pine needles, and promises to leave a durable, waterproof finish on your bodywork well into the New Year. It's easy to apply, and should give keen car care fans an excuse to get away from the Christmas TV.



## Bake 'N' Burn T-shirt

Price: \$25 (£17)

Contact: www.johnnycupcakes.com

JOHNNY Cupcakes sells a number of cool T-shirts, and we love this Bake 'N' Burn design, suitable for male and female petrolheads of all ages. It's £17 including international shipping, but as this can take around a month, best order now to ensure it arrives in time for Christmas.



## Classic Car Speedo Clock

Price: £32.95 Contact: www.holden.co.uk

PERFECT for jazzing up any car fan's bedroom wall, these clocks are styled to look like the speedometer from a classic car. There are versions available from Ferrari to Lotus, and the speedo itself is actually a fine art print. Just take care not to tell people it's half past 50mph...

## Car Socks (five pack)

Price: £6

Contact: www.direct.asda.com

IT wouldn't be Christmas without unwrapping a few pairs of socks, and these soft stay-fresh designs from ASDA's George range are just perfect for car lovers. There's a wide selection of colours in the pack of five, and all the socks carry a cute car motif.



## LEGO Mystery Machine

Price: £29.99 Contact: www.shop.lego.com

BIG kids and small kids alike will be delighted to see that LEGO has come up with another great theme with its latest kit. The Mystery Machine includes cartoon favourites Scooby Doo, Shaggy and Fred, as well as a giant sandwich. Completing the set is a Spooky Tree with adjustable features, and it promises hours of fun.



## Annual subscription to Auto Express

Price: From £38.99 Contact: 0844 844 0053,  
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## Lamborghini Pull Along Kids' Suitcase

Price: £49.99 Contact: www.autoregalia.com

OFFICIALLY licensed by Lamborghini, this neat Huracán-inspired suitcase is great for storing toys and clothes. It weighs only 1.8kg and complies with airline hand luggage requirements. An elasticated pull cord turns this versatile item into a toy and gives young car fans a sense of independence early on.







## Bakth Car Power Mini Multi-Function Jump Starter

Price: £43.95 Contact: [www.amazon.co.uk](http://www.amazon.co.uk)

DON'T get caught out in the cold with a flat battery when you return to your car after the festive break. This mini jump pack won our Issue 1,386 test, and is great to keep in the boot for anyone worried about being stranded on frozen mornings.



## Heritage Motor Museum Personalised Key Fob

Price: £26 Contact: 01926 645033, [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

THESE personalised fobs from the Heritage Motor Museum give your keys a bit of character. Using the data you provide, the experts at Gaydon, Warks, create a tax disc in the style of the era of your car.

## Arkon Slim-Grip Ultra

Price: £11.99

Contact: [www.morpethmobiles.co.uk](http://www.morpethmobiles.co.uk)

THIS phone holder won the Best Buy award in our Issue 1,300 test, and it's a great gift to help keep any loved one on the right side of the law, whether they're making calls at the wheel via Bluetooth, or simply streaming music. We found it worked perfectly with almost any phone, providing a secure mount.



## Ferrari 512 Sound Racer

Price: £38

Contact:

[www.thegreatgiftcompany.co.uk](http://www.thegreatgiftcompany.co.uk)

THIS device is a bit of silly fun. The Sound Racer plugs into your car's 12V socket and tunes in via the radio to give your economical four-cylinder diesel the exhaust note of a V12 supercar! It detects pulses from the alternator to adapt to the engine revs, making it almost realistic...



## Michelin iSpy Books

Price: £5.95 (pack of three)

Contact: [www.racshop.co.uk](http://www.racshop.co.uk)

IT'S hard to keep kids quiet on long journeys, but these books will help – especially if they're interested in cars. You simply place a tick in the book when you spot a specific car. There are even extra books in the series for other things you might see on the road.

## Autoglym Perfect Bodywork Gift Collection

Price: £29.99 Contact: [www.halfords.co.uk](http://www.halfords.co.uk)

WE all know someone who cleans their car more scrupulously than they do their kitchen, and this kit is perfect for them. It contains the essentials of bodywork shampoo, polish and protector, and is suitable for all types of car. Autoglym has decades of experience making car care products, so you're in safe hands.







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## Mini test

### NEW PRODUCT

#### Ring Automotive GPS Dash Camera

Price: £149.99

Contact: 0113 231 2000, [ringautomotive.com](http://ringautomotive.com)

WE had high hopes for Ring's first dash cam and it didn't disappoint. Footage quality is great during the day and it's easy to set up in the car. The neat camera is small enough to sit unobtrusively behind the rear view mirror.

However, the lack of polarisation on the lens means headlight glare at night can obscure details. Ring does provide a video software CD, which allows you to display the footage and overlay the data from the built-in GPS. While it's a bit tricky to set up, it works brilliantly.

A few rough edges stop this from being a five-star product, and it's the priciest buy, but it's a great debut effort from Ring.

Rating: ★★★★★



## Which feature-packed dash cam has the edge?

Tom Wiltshire

DASH cams are booming with new, more feature-packed products launching every week.

We've brought together two new devices and put them through their paces against the upgraded version of our Issue 1,304 test winner.

New to the dash cam market is Ring Automotive – maker of several Auto Express Best Buys over the years. We're testing its product against a new RAC camera, plus the Transcend DrivePro 220. All three record in 1080p full HD and have sensors to prevent footage from being overwritten in a crash.

We put the cameras to the test with day and night-time driving, and rated ease of use. We also factored in prices, taken from a range of sources as we went to press.

The new Ring is a great effort with lots of features – it's slightly better than the Transcend. As a budget buy, the RAC looks good.

**"We tested cameras with day and night-time driving, and rated ease of use"**

### CAPABLE BUT BULKY

#### Transcend DrivePro 220

Price: £129.99

Contact: 01442 838280, [www.halfords.com](http://www.halfords.com)

THE DrivePro 200 was a past test Best Buy, and on the surface the 220 looks good. Video quality is faultless, with fine performance in all light conditions. Yet this cam now seems bulky next to rivals.

The extra features aren't as useful as some others, either: the app works well, but the lane-keep and collision warning are gimmicks. We'd have given them up for useful, Ring-style GPS mapping.

Rating: ★★★★★



### BUDGET BUY

#### RAC 04 Plug and Play Dash Cam

Price: £59.99

Contact: 0115 841 4016, [www.racshop.co.uk](http://www.racshop.co.uk)

AT under half the price of the other two, this RAC cam is a fine budget buy. The unit is neat, and while the screen is small, the interface is easy to navigate. But as it doesn't turn itself off, it can be distracting.

Video quality, too, is compromised; decent daylight performance is marred by a lack of detail at night. We'd spend extra on something more polished.

Rating: ★★★★★



## books, dvds & apps

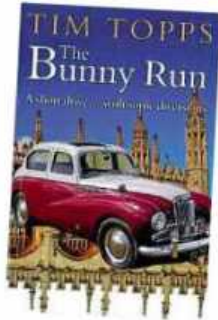


### The Bunny Run

Tim Topps (Matador, [www.troubador.co.uk](http://www.troubador.co.uk))

Price: £8.99 (hardback) Rating: ★★★★★

A ROAD trip with a twist, this tale follows author Tim Topps on a part-factual, part-fictional journey as he walks out on his wife and into his classic Sunbeam Talbot. He describes the commuter route along the roads of rural Oxfordshire, and some of his anecdotes are entertaining. But the general ambiguity of the book's autobiographical-fictional approach makes for an unsettling read.



### A Sicilian Dream

Duke Video ([www.dukevideo.com](http://www.dukevideo.com))

Price: £16.99 (DVD, 70 mins) Rating: ★★★★★

THE Targa Florio road race, which took place on Sicily until the late seventies, has a place in motorsport legend, and this film looks back at its history. It's presented by Alain De Cadenet, who nearly died on the race in 1971, and local historian Francesco de Mosto, and the two drive around the Italian island in some wonderful cars. If you can stomach some questionable acting in their reconstructions of events, this is a good watch.



### Fast & Furious 7

Universal ([www.universalpictures.co.uk](http://www.universalpictures.co.uk))

Price: £9.99 (DVD, 131 mins) Rating: ★★★★★

THE seventh instalment of the Fast and Furious franchise is the most poignant as it features the late Paul Walker in his last movie. It picks up the story from Fast and Furious 6 and includes some of the most outrageous stunts seen in the series yet, with the thrilling driving action making up for the weak storyline.



## App of the week



### 3D Tuning

Available for: iOS, Android

Price: Free Rating: ★★★★★

THIS remarkably realistic app allows you to create your dream car – or if you're anything like us, some crazy creations! Pimp your ride with colours and components. It's highly responsive with a minimalist design, and lets you save and share your creations.







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BUILD QUALITY					124
RUNNING COSTS					54
PERFORMANCE					46
ROAD HANDLING					4
RIDE QUALITY					12
EASE OF DRIVING					138
SEAT COMFORT					29
PRACTICALITY					28
IN-CAR TECH					65

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#### NOT SO GOOD

"THE engine had a tendency to stall when driving in first gear. Dealer fixed this under warranty."

"I've had to have some trim replaced."

"The plastics feel rather cheap and flimsy."

"I've had issues with the cruise control."

"The rear passenger seat has a tendency to rattle when going over rough ground."

"Water has leaked into the car from poor door seals."

"I've woken up to a flat battery a few times now."



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## Martin Saarinen

**Got any car queries?**

Martin\_Saarinen@dennis.co.uk  
@AE\_Consumer

### Q Delivery delay on GLC

DO you have any idea what is causing the delay in delivering the new Mercedes GLC? I was told my vehicle left the factory on 25 September, but I'm still without a car. Are others experiencing this as well?  
**David Masters, E-mail**

**A** WE contacted Mercedes, which confirmed that this is not an isolated case, but there don't appear to be any production problems. Other people in the UK have placed an order for a GLC and are still waiting. Keep in touch with your dealer for the most up-to-date information.

### Q Ordering a Mustang

I'M looking to place an order for a right-hand-drive version of the upcoming Ford Mustang. Do you have any idea how long it would take to have one delivered?  
**William Jones, E-mail**

**A** A SPOKESMAN for Ford told us that the UK waiting time for the new Mustang is about seven to eight months for the 2.3-litre EcoBoost option. If you go for the higher-powered 5.0-litre V8 engine, it will take around 10 to 11 months to deliver after an order has been placed.

### Q Is VW recall mandatory?

HAVING found out last week that my 2010 Skoda Octavia is one of the cars involved in the VW emissions scandal, I would like to know if it's a legal requirement to abide by the recall notice? I like my car as it is.  
**Ian Middlebrooke, E-mail**

**A** THE Government has said the recall is not compulsory so you can keep your car as it is. However, we would recommend going through with it, as not doing so could affect the resale value of your car.

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### NEED TO KNOW

About 40 per cent of the hatchback A3s available have three doors; the five-door Sportback accounts for the other 60 per cent of models on sale.



### NEED TO KNOW

Although the spare wheel isn't full-size, Audi fits a space saver in the A3, instead of the dreaded 'tyre mobility system'.

# BUYER'S GUIDE: Audi A3 Mk3

**FROM £13,000** Classy hatch isn't cheap used, but it's worth shelling out for



**Richard Dredge**

AUDI wasn't the first maker to offer a posh small car, but it was the first to be successful. Until the original A3 arrived in 1996, most contenders in this market were built down to a price. But when this car appeared nearly 20 years ago, it cost as much as many models in the class above.

Things have changed a lot since then, as many of the Audi's more mainstream rivals are significantly more costly, so while the A3 still has the edge on build quality and class, it's no longer that expensive in comparison.

### History

THE third-generation A3 arrived in September 2012 as a three-door hatch, with 1.4 TFSI and 1.8-litre TFSI petrol or 2.0 TDI diesel engines. The latter came with front or quattro four-wheel drive, and soon after launch a 1.6 TDI engine joined the range – although both diesels have since been embroiled in the VW Group emissions scandal.

By March 2013, a five-door Sportback had been added, featuring a 35mm longer

wheelbase to give more rear legroom than in the three-door car. A 104bhp 1.2 TFSI engine was introduced in spring 2013, alongside a 60mpg Cylinder on Demand (CoD) 1.4-litre TFSI, capable of running on just two cylinders when cruising.

The 296bhp S3 also appeared in 2013, as did a powerful 181bhp 2.0 TDI, then in May 2015 a 1.6 TDI Ultra launched, with 89g/km and 83mpg. Audi has confirmed 2015's Euro 6 diesels are not affected by the scandal, but it's unclear which cars in the A3 line-up are.

### Which one?

AS all A3 engines are turbocharged, they have plenty of pulling power, while the S tronic twin-clutch automatic gearboxes are just as good as the six-speed manuals fitted as standard on most models.

The A3 comes in SE, Sport and S line trim. Entry-level cars feature 16-inch alloys, a 5.8-inch display, eight-speaker hi-fi, Bluetooth, Isofix, remote central locking and electrically adjustable mirrors. Also included are heated windscreen washer jets, a multifunction

steering wheel, electric front windows (and rears on the Sportback), plus air-con. Sport adds 17-inch wheels, sports seats and suspension (lowered by 15mm) and dual-zone climate control. S line cars come with 18-inch alloys, part-leather, xenons plus sportier design details inside and out.

### Alternatives

THE BMW 1 Series is the Audi's closest rival in terms of price, size and image. It's also available with a wide choice of engines and bodystyles, and while prices can be high, supply is plentiful. The Volkswagen Golf Mk7 is another tough adversary; it's a bit more affordable, yet mechanically it's the same, although not all of the A3's engines were offered in the Golf, plus there was no four-wheel-drive option in the mainstream line-up. More affordable still is the Mazda 3,

which features sharp styling and generous equipment, but if a premium badge is key, take a closer look at the Mercedes A-Class.

### Verdict

THE A3 was crowned World Car of the Year in 2014, while our sister website Carbuyer named it Best Luxury Small Car at its annual awards this year. Carbuyer said the A3 came out on top in its class because of its ability to "demonstrate everything that makes an Audi special" and commended it for offering "a selection of engines that ranges from the very frugal to the very fast". It also praised the A3 Sportback for being "practical, affordable to run and hugely desirable".

While strong residuals mean the A3 can be costly to buy used, we reckon it's worth the premium for its blend of refinement, a strong image, build quality and efficiency.

**"A3 still has edge over rivals on build quality and class, but it's no longer that pricey in comparison"**





## NEED TO KNOW

Know what you're buying. This Mk3 A3 is the 8V model. Its predecessor was the 8P; the original was the 8L.

Thanks to Sytner Audi in Derby for loan of A3 in our pictures.

Contact 01332 546800  
www.derby.audi.co.uk

## Engine rattles

SOME early examples of the 1.4 TFSI engine suffered from rattling under acceleration, because of the wastegate actuator rod vibrating.



John Colley

## MMI

THE screen for the Multi Media Interface control system slides out of the dashtop, but it can creak. The mechanism needs to be lubricated or even replaced.



## Water pump

SOME owners have had problems with leaking water pumps, leading to the coolant level dropping. Look out for puddles under the car.



## Doors

THE long doors of the three-door A3 improve access to the back seats. But they're also prone to damage down the trailing edge when opened.



## Performance

0-62mph/top speed  
8.6 seconds/134mph



## Running costs

62mpg (2.0 TDI SE 150)  
£55 fill-up



## CO<sub>2</sub>/tax

119g/km  
£30



www.autoexpress.co.uk/driverpower

## OUR VIEW

AFTER making its debut in 2014's Auto Express Driver Power satisfaction survey in 16th place, the A3 dropped to 27th in 2015 – it was beaten by the Peugeot 308 and SEAT Leon. Sixth for build quality is no surprise, while in-car tech (22nd), performance (26th), handling (33rd) and reliability (36th) are further highlights.

## YOUR VIEW

HARPREET Taak from Coventry runs a 2013 A3 1.4 TFSI. "I owned a Mk2 A3 before, and this one is much better to drive," he told us. "It's fast but economical, and it's practical, too; I can fit three friends inside, as well as their luggage. The quality is superb as well; the cabin feels as though it will last forever."



## Interior

INSIDE, the A3's finish and layout are exemplary. But low-spec cars can be sombre. Space is good, although the Sportback is worth having if you use the rear seats a lot. The three-door has a 365-litre boot, or 1,100 litres with the seats down. It expands from 380 litres to 1,220 litres in the Sportback.

## Contacts

Official  
www.audi.co.uk

Forums  
www.audiforums.com  
www.audiworld.com  
www.audi-forums.com  
www.vwaudiforum.co.uk  
www.audi-sport.net

## How much?

	15 2015	14 2014	63 2013	13 2013	62 2012
Model					
1.2 TFSI	£16,295	£14,950	£14,250	£13,750	N/A
1.4 TFSI 120 Sport	£17,995	£16,500	£15,695	£15,095	£14,250
1.4 TFSI 138/148 SE	£18,695	£16,995	£15,895	£15,295	N/A
1.8 TFSI S line	£21,500	£19,695	£18,795	£18,095	£17,095
1.6 TDI SE	£16,095	£14,150	N/A	N/A	N/A
2.0 TDI 148 SE	£16,395	£14,500	£13,550	£12,850	£11,850
2.0 TDI	£17,595	£15,595	£14,500	£13,795	N/A

YOU'LL do well to find an A3 Mk3 for under £13,000; this buys a 1.4 TFSI, or a 30,000-mile 1.6 TDI. Spend £16,000, and you can have a 25,000-mile 1.6 TDI S line or 20,000-mile 1.4 TFSI SE, both on a 13-plate, or a 6,000-mile 2015 (64-reg) 1.2 TFSI SE. The hot 296bhp S3 starts at £25,000.

Since the emissions crisis, 15-plate petrol A3s have risen in value by up to £2,000, and diesels have fallen by around £100. TDIs outnumber petrol A3s by three to one, while autos make up about a quarter of the cars for sale. Expect to pay from £15k for a 1.4 TFSI or 1.6 TDI S tronic.

## Running costs

		Fuel economy	CO <sub>2</sub> emissions	Annual road tax
Model				
1.2 TFSI	14-18	57mpg	114g/km	£30
1.4 TFSI	16-24	55-60mpg	109-117g/km	£30
1.8 TFSI	26-28	43-48mpg	135-149g/km	£30
2.0 TFSI	36	40mpg	162g/km	£30
1.6 TDI	15-18	74-83mpg	89-99g/km	£0
2.0 TDI	23-28	58-68mpg	106-125g/km	£20-£110

ALL A3 Mk3s come with variable servicing that allows up to 19,000 miles or two years between checks. Expect each service to cost around £295, or £200 for a 10,000-mile oil change if you prefer annual maintenance. At three years old, an A3 will see its minor service drop in price to £159.

All diesels plus the S3 have a timing belt that needs to be replaced every five years or 75,000 miles. Expect this work to cost £455, or £599 if the water pump is replaced.

Fresh brake fluid is needed after three years then every two years (at £59), while the air-con should be serviced every two years; dealers charge £79 for this to be done.

## Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£71.64	£27.66
Front brake discs (pair)	£117.82	£57.48
Door mirror glass (electric)	£44.27	£29.94
Front wiper set	£38.14	£20.47

Prices for a 2012 A3 2.0 TDI. Dealer figures supplied by Stratford Audi, Warks ([listers.co.uk/Audi/Stratford](http://listers.co.uk/Audi/Stratford)). Independent prices from Euro Car Parts ([www.eurocarparts.com](http://www.eurocarparts.com)).

## Recalls

THE Mk1 and Mk2 A3 were recalled 14 times. But since the Mk3 arrived three years ago, Audi's issued just five recalls across its entire range – although most of these affected several models at a time. That was until, of course, the worldwide VW Group recall hit 11 million cars. The Mk3 A3 is one of the models involved in the emissions crisis. Log on to [www.audi.co.uk/owners-area/emissions/check-your-car.html](http://www.audi.co.uk/owners-area/emissions/check-your-car.html) to see if a potential buy is to be recalled.



# Car hunter

**£3,000 to spend on a fun weekend roadster**

Dear Lawrence, I'm after a fun and sporty two-seat roadster for weekend use, but I don't want anything too hardcore. What should I be looking at for £3,000?

Nicholas Muir, E-mail

Contact: Lawrence\_Allan@dennis.co.uk



CARS

## THE SERIOUS CHOICE



### Toyota MR2

**FOR:** Fastest choice here, sports car feel  
**AGAINST:** Expensive to maintain, impractical

SQUARE-edged styling hides the only mid-engined car here, and the third-generation Toyota MR2 feels more like a Lotus Elise sports car as a result.

It has an agile chassis and loads of feel, although with 138bhp it isn't quite in the same league. Still, it's the fastest car of our trio, even if you have to rev it. The MR2 trails on practicality, but post-2002 cars should avoid early glitches. Our search unearthed an 80,000-mile 53-plate MR2 in great nick for £2,750.

## THE ALL-ROUND CHOICE



### Mazda MX-5

**FOR:** Simple, quite practical, lots of fun,  
**AGAINST:** Rust issues, 'hairstdresser' image

WHILE the second-generation Mazda MX-5 did without the original's retro pop-up headlamps, it remains a stylish and compact roadster.

It's also huge fun, despite being less focused than the MR2. There's not a lot of pace, but the balanced chassis blends well with the sweet steering and gearshift. It's got a decent boot and is surprisingly comfortable, so you could easily commute in it. A 53-plate MX-5 Sport with 75,000 miles is £2,850.

## THE STYLISH CHOICE



### Fiat Barchetta

**FOR:** Looks great, rare, decent to drive  
**AGAINST:** Left-hand drive only, insurance

AN alternative choice in the UK, the Barchetta could have been a hit. It's good looking, better to drive than you might think and was priced to rival the MX-5.

But most people were put off by the fact you could only buy it in left-hand drive, while some weren't keen on its front-wheel-drive layout and Punto mechanicals.

It's almost as fun as the Mazda, though, and is arguably more interesting. We found a tidy-looking 2001 Barchetta 1.7 with 71,000 miles for just £2,490.

INTERIOR



CABIN is sparse and a bit snug for even average-sized adults, but the MR2 has leather as standard and there's not much to go wrong. The biggest problem is that you don't really get a boot; it's taken up by the spare wheel.



THOSE with long legs will still struggle, but the MX-5 serves up more room than in rivals, while the 144-litre boot is usable. The roof is easy to operate by hand, plus once it's up there's also space for a medium-sized bag.



QUALITY inside the Barchetta trails the other two cars' here, and air-con was only an optional extra. However, it looks nice and the seats are very comfortable. The trouble is, the boot is small and difficult to access.

RELIABILITY



EARLY examples of the Toyota had rear subframe rust issues, so check before buying. Other well known issues were oil leaks and engine piston ring problems. But these problems had mostly been rectified on post-2002 cars.



PARTS are readily available and largely easy to fit on the Mazda, and the car should prove trouble-free to own. But chassis rails have been known to suffer serious rust problems, so check they've been sorted before buying.



FIATS from the nineties don't exactly have the best reputation for reliability, but beyond a few electrical gremlins, a good Barchetta shouldn't cause too much hassle. Insurance will be extremely pricey, however.



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# Buying cars Used twin test

## Kings of the load

All aboard as we pick the better used buy from these van-based people carriers

Interior will look familiar to Focus owners, with DAB



### Ford Tourneo

43.5mpg (on test)  
£88 fill-up



### Tourneo Custom 2.2 TDCi

Years: 2012 to date Engine: 2.2-litre 4cyl, 153bhp

Insurance group: N/A Econ/CO<sub>2</sub>: 44mpg/175g/km

Why? Tourneo offers great space and value, plenty of kit and tries to hide its commercial roots.

**Prices from: £15,989**

THINK 'van' and you automatically think Transit, but the passenger versions of Ford's smash hit commercial vehicle haven't always sold as well. Nevertheless, the Tourneo Custom is one of the best buys on the market. It doesn't have the classy styling of the Volkswagen Caravelle, but it's smart and doesn't look or feel basic. It also gets plenty of kit, with a DAB radio, cruise control and even heated seats as standard.

It's on the road where the Tourneo has always excelled. Weighty steering and a torque vectoring system give it surprising agility for such a big vehicle, while the suspension can carry more weight than the VW's. It's also more comfortable. The only downside is the 2.2-litre diesel – although it's torquey and efficient, it's noisy and hampered by tall gearing.

This model is too new for us to have got a good idea of long-term reliability. However, older examples of the Tourneo have built up a reputation for being among the most durable vehicles on the road.



**Based on Transit van but with space for eight, Ford MPV has the edge on driver appeal**

### 1 Ford Tourneo ★★★★★

FORD has to take the win here, as it's more spacious, better equipped and nicer to drive than the VW. Although it's not quite as car-like to sit in, it handles much better on the road.



Driving position is good, but Caravelle trails on kit count



### VW Caravelle

37.2mpg (on test)  
£88 fill-up

### Caravelle SE 2.0 TDI

Years: 2010 to date Engine: 2.0-litre 4cyl, 178bhp

Insurance group: 31 Econ/CO<sub>2</sub>: 37mpg/199g/km

Why? Caravelle looks and feels upmarket inside and out, although it's starting to feel its age.

**Prices from: £19,995**



**Volkswagen is boxier than Tourneo on outside, but rear row of seats isn't as spacious**

### 2 VW Caravelle ★★★★★

THE Caravelle looks smart inside and out, but it feels its age over the Transit in a number of key areas. It's also pricier, despite being older – and emissions recall issues are hanging over it.

THE Caravelle name has been around for nearly 65 years and harks back to the original Volkswagen bus; it has the edge over the Ford on heritage. And while this soon-to-be-replaced van is even more boxy and square than the Tourneo, it has a classy feel.

Inside is typical Volkswagen fare, with good materials, an easy-to-use layout and a high, car-like driving position, which makes for great visibility out. However, a lot of equipment that is now found as standard on the Ford was only optional at launch, and the Caravelle is not as spacious in the rear rows of seats.

The VW is fitted with a 2.0-litre diesel that's punchy and refined, as well as tried and tested, with few issues reported. But it's under scrutiny in the ongoing emissions scandal, which should be a concern for buyers – it could be affected by the upcoming recall to fix emissions irregularities. Plus, the Caravelle shows its age in the way it crashes over bumps and rolls heavily through corners.



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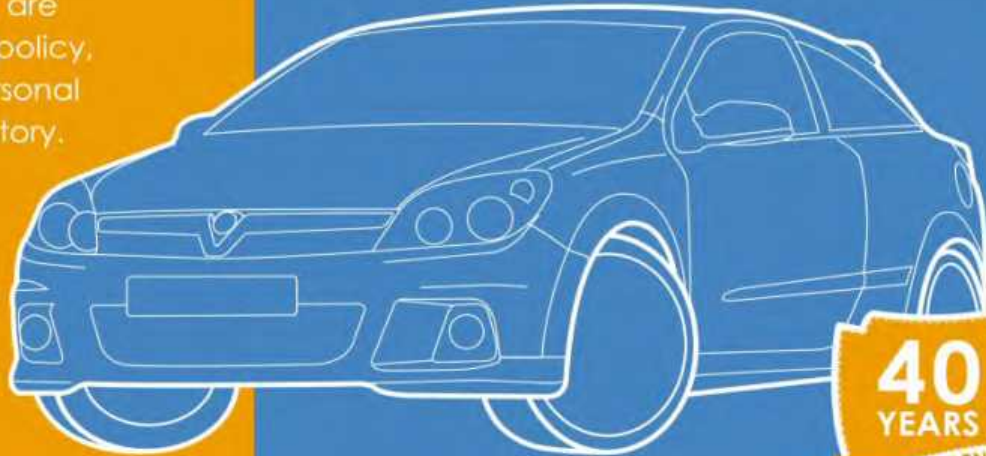
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## HOW OUR GUIDE WORKS

**PERFORMANCE:** This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

**ECONOMY AND EMISSIONS:** The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO<sub>2</sub>. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

**INSURANCE:** Group rating as quoted by the Association of British Insurers.

**WARRANTY:** By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

**LIST PRICE:** This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: [dean\\_gibson@dennis.co.uk](mailto:dean_gibson@dennis.co.uk)

**WILL IT FIT?** Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

**DRIVER POWER POSITION:** Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

**ECO BAND:** New cars fall into 13 CO<sub>2</sub> bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

**BAND A:** Up to 100g/km CO<sub>2</sub> (road tax exempt)  
**BAND B:** 101-110g/km CO<sub>2</sub> (exempt/E20)  
**BAND C:** 111-120g/km CO<sub>2</sub> (exempt/E30)  
**BAND D:** 121-130g/km CO<sub>2</sub> (exempt/E110)  
**BAND E:** 131-140g/km CO<sub>2</sub> (E130/E130)  
**BAND F:** 141-150g/km CO<sub>2</sub> (E145/E145)  
**BAND G:** 151-165g/km CO<sub>2</sub> (E180/E180)  
**BAND H:** 166-175g/km CO<sub>2</sub> (E295/E205)  
**BAND I:** 176-185g/km CO<sub>2</sub> (E350/E225)  
**BAND J:** 186-200g/km CO<sub>2</sub> (E490/E265)  
**BAND K:** 201-225g/km CO<sub>2</sub> (E640/E290)  
**BAND L:** 226-255g/km CO<sub>2</sub> (E870/E490)  
**BAND M:** Over 255g/km CO<sub>2</sub> (E1100/E505)

**EURO NCAP RATING:** At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

**CONTACT DETAILS:** We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
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### ABARTH

[www.abarthcars.co.uk](http://www.abarthcars.co.uk) / Brochure: 0800 2227 8400 / Dealers: 25  
Warranty: 3 years/60,000 miles

**595** - 365x162mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 87th

1.4 T-Jet (140) 595 Custom	F	43.5	7.9	150	26	£14610
1.4 T-Jet (140) 595 Trofeo	E	47.1	7.9	139	26	£15150
1.4 T-Jet (160) 595 Turismo	G	43.5	7.4	155	28	£18040
1.4 T-Jet (180) 595 Competizione	E	47.1	6.8	139	34	£19890
1.4 T-Jet (190) 695 Biposto	G	43.5	5.9	155	37	£30355

595C: add £1800, auto: add £1300 (not Trofeo/Biposto)

### ALFA ROMEO

[www.alfaromeo.co.uk](http://www.alfaromeo.co.uk) / Brochure: 0800 2532 0000 / Dealers: 46  
Warranty: 3 years/unlimited miles

**Mito** - 406x172mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT D'clive	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) Q'foglio Verde	D	52.3	7.3	124	27	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

**Giulietta** - 435x179mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT Q'foglio Verde	G	40.4	6.0	162	25	£28330

Exclusive: add £1750 to Distinctive. QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

**4C** - 398x209mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
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4C Spider: add £8000

### ALPINA

[www.bmwalpina.co.uk](http://www.bmwalpina.co.uk) / Brochure: 0115 934 1414 / Dealers: 18  
Warranty: 2 years/unlimited miles

**D3** - 462x181mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

**B3** - 462x181mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

**D5** - 491x186mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

**B5** - 490x491x186mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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**B7** - 505x190mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
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**XD3** - 465x190mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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**D4** - 464x182mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

**B4** - 464x182mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

**B6** - 489x189mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

### ARIEL

[www.arielmotor.co.uk](http://www.arielmotor.co.uk) / Brochure: 01460 78817 / Dealers: 1  
Warranty: 3 years/unlimited miles

**Atom** - 341x179mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£64800

**Nomad** - 321x185mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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### ASTON MARTIN

[www.astonmartin.co.uk](http://www.astonmartin.co.uk) / Brochure: 01926 646464 / Dealers: 22  
Warranty: 3 years/unlimited miles

**Rapide S** - 502x214mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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**Vantage** - 438x438x186mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £5000, Vantage Roadster: add £9000 (not N430)

**DB9** - 472x187mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.0 V12 auto Coupe GT	M	19.8	4.5	333	50	£140887
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### AUDI

[www.audi.co.uk](http://www.audi.co.uk) / Brochure: 0800 699 888 / Dealers: 121  
Warranty: 3 years/60,000 miles

**A1** - 395x174mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16505
1.6 TDI (116) SE 3dr	A	60.7	9.4	92	19	£15605
1.4 TFSI (125) Sport 3dr	C	57.5	8.8	115	21	£16905
1.6 TDI (116) Sport 3dr	A	60.7	9.4	92	19	£17580
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19695
1.6 TDI (116) S line 3dr	A	60.7	9.4	93	19	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25595

S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

**A3** - 4237x177mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18865
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£20165

Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
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1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£21015
1.6 TDI (110) ultra SE 3dr	A	63.1	10.5	89	18	£22115
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22465

1.6 TDI (110) Sport Nav 3dr A 74.3 10.7 99 15 £22515

2.0 TDI (150) Sport Nav 3dr B 68.9 8.6 106 21 £23865

2.0 TDI (184) Sport Nav 3dr B 68.9 7.3 108 27 £25135

2.0 TFSI (300) quattro S3 3dr G 40.4 5.2 162 36 £31230

2.5 TFSI (367) quattro RS3 Sp back J 34.8 4.3 189 40 £40795

1.4 TFSI (204) e-tron Sportback Sdr A 176.6 7.6 37 29 £30340

S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360

(selected models), SE Technik: add £750 to SE diesels, Sport Nav: add £1225 to SE, S line: add £2150 to Sport

**A4** - 4726x1842mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.4 TFSI (150) SE	D	54.3	8.7	126	N/A	£25900
2.0 TFSI (190) SE	D	51.4	7.2	127	N/A	£27700
2.0 TDI ultra (150) SE	A	74.3	8.9	99	N/A	£29150
1.4 TFSI (150) Sport	D	54.3	8.7	126	N/A	£26850
2.0 TFSI (190) Sport	D	51.4	7.2	127	N/A	£28650
2.0 TDI ultra (150) Sport	A	74.3	8.9	99	N/A	£30100
2.0 TDI ultra (190) Sport	B	72.4	7.7	102	N/A	£31000
3.0 V6 TDI (218) S tronic Sport	B	67.3	6.6	109	N/A	£34250
3.0 V6 TDI (272) S tronic S line	E	55.4	5.3	134	N/A	£38950
3.0 V6 TFSI quattro S tronic S4	I	36.7	5.0	179	36	£40085

4.2 V8 FSI quat S tron RS4 Avant L 26.4 4.7 249 41 £56595

S tronic auto: add £1530 to 2.0 TFSI and 2.0 TDI, A4 Avant: add £1400, quattro: add £3350 to 2.0 TFSI (190) S tronic, add £1430 to 2.0 TDI (190) 3.0 V6 TDI (218) (not SE), S line: add £1085 to Sport (not 1.4 TFSI)

**A5 Sportback** - 4712x1718x1854mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	27	£30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	159	29	£34730
2.0 TDI ultra (136) SE Technik Sdr	B	67.3	9.5	109	24	£31385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	28	£31515
2.0 TDI (150) m'tronic SE Tech Sdr	D	58.9	9.4	127	28	£33340
3.0 TDI (245) quat S tron S line Sdr	G	48.7	6.2	152	34	£41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42990

S'tronic auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black; SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line



Vorsprung durch Technik



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Official fuel consumption figures for the Audi TT Coupé Sport 1.8 TFSI 180PS manual in mpg (l/100km): Urban 37.2 (7.6), Extra Urban 55.4 (5.1), Combined 47.1 (6.0). CO<sub>2</sub> emissions: 138g/km. Fuel consumption and CO<sub>2</sub> figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at [audi.co.uk](http://audi.co.uk) and at [dft.gov.uk/vca](http://dft.gov.uk/vca). \*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. †Plus VAT and initial rental. Business users only. Based on the Audi TT Coupé Sport 1.8 TFSI 180PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,794.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (November 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

	Eco band	MPG	l/100km	CO <sub>2</sub>	Insurance group	List price
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4.0 V8 auto Flying Spur L 25.9 4.9 254 50 £143725  
6.0 W12 auto Flying Spur M 19.0 4.3 343 50 £154455

**Mulsanne** - 5575x1926mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.75 V8 auto Mulsanne M 16.8 5.1 393 50 £230515  
6.75 V8 auto Mulsanne Speed M 19.3 4.8 342 50 £253155

**Continental** - 4804x5290x1916-1945mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

6.0 W12 auto GT M 19.5 4.3 338 50 £151655  
6.0 W12 auto GT Speed L 26.7 4.6 246 50 £130915  
4.0 V8 auto GT L 26.7 4.3 246 50 £150725  
4.0 V8 auto GT S M 22.3 3.6 295 50 £238655  
Continental GT C add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12

### BMW

[www.bmw.co.uk](http://www.bmw.co.uk) / Brochure: 0800 325 600 / Dealers: 153  
Warranty: 3 years/unlimited miles

**i3** - 3999x1775mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

eDrive auto i3 A N/A 7.2 0 21 £30980  
eDrive auto i3 Range Extender A 470.8 7.9 13 21 £34130

**1 Series** - 4324x1765mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 101st

1.6 118i SE 3dr D 52.3 8.5 125 18 £20780  
1.6 118i Sport 3dr D 52.3 8.5 125 18 £21780  
1.6 120i Sport 3dr E 48.7 7.4 136 21 £23830  
2.0 125i M Sport 3dr G 42.2 6.4 157 28 £26910  
3.0 M135i 3dr J 35.3 5.1 188 37 £31860  
1.5 116d ED Plus 3dr A 83.1 10.4 89 15 £22030  
2.0 118d SE 3dr B 70.6 8.3 104 19 £22860  
2.0 118d Sport 3dr B 70.6 8.3 104 19 £23860  
2.0 120d Sport 3dr C 65.7 7.1 114 24 £25310  
2.0 auto 125d M Sport 3dr D 61.4 6.3 121 30 £30335  
Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830

**3 Series** - 4624x1811mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 51st

2.0 318i SE D 52.3 8.9 124 23 £24975  
2.0 318i Sport D 52.3 8.9 124 23 £25275  
2.0 320i SE E 48.7 7.3 134 30 £27255  
2.0 320i Sport E 48.7 7.3 134 30 £27555  
2.0 320i M Sport E 47.9 7.3 138 31 £29555  
2.0 330i M Sport G 43.5 5.9 151 36 £32805  
2.0 340i M Sport J 36.7 5.5 179 38 £38125  
2.0 316d SE B 68.9 10.9 109 20 £27435  
2.0 316d Sport B 68.9 10.9 109 20 £27735  
2.0 318d SE C 67.3 9.0 111 24 £28685  
2.0 318d Sport C 67.3 9.0 111 24 £28985  
2.0 320d SE C 67.3 7.5 111 31 £30085  
2.0 320d Sport C 67.3 7.5 111 31 £30085  
2.0 320d EfficientDynamics Plus B 72.4 8.0 102 21 £30845  
2.0 318d M Sport B 64.2 9.0 116 25 £30985  
2.0 320d EfficientDynamics Sport B 68.9 8.0 108 31 £30985  
2.0 320d M Sport C 64.2 7.5 116 32 £32085  
2.0 330d auto M Sport E 56.5 5.6 131 38 £37415  
2.0 335d auto M Sport xDrive F 51.4 4.8 145 43 £40330  
3.0T M3 K 32.1 4.3 204 45 £65695  
Auto: add £1730-£1420, xDrive: add £1550, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, Luxury: add £200 to M Sport (not 335d)

**3 Series Gran Turismo** - 4824x1828mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 51st

2.0 320i SE G 42.2 7.9 155 31 £29905  
2.0 320i Luxury G 42.2 7.9 155 31 £31905  
2.0 328i SE G 41.5 6.1 157 35 £33105  
2.0 328i Luxury G 41.5 6.1 157 35 £35105  
3.0 335i SE J 34.9 5.7 189 38 £40565  
3.0 318d SE D 61.4 9.7 122 24 £31275  
3.0 318d Luxury D 61.4 9.7 122 24 £33275  
3.0 320d SE D 57.6 8.0 130 30 £32375  
3.0 320d Luxury D 57.6 8.0 130 30 £34375  
3.0 325d SE E 54.3 7.1 136 34 £34305  
3.0 325d Luxury E 54.3 7.1 136 34 £36305  
3.0 auto 330d SE E 54.3 5.7 137 40 £37705  
3.0 auto 330d Luxury E 54.3 5.7 137 40 £39705  
3.0 auto 335d xDrive Luxury F 49.6 4.9 149 42 £44120  
Auto: add £1410-£1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury

**5 Series** - 4907x4998x1860-1901mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 47th

2.0 520i SE F 44.1 7.9 149 36 £33130  
2.0 520i M Sport F 44.1 7.9 149 37 £33985  
2.0 528i SE G 42.8 6.2 154 40 £36695  
2.0 528i M Sport G 42.8 6.2 154 41 £39530  
3.0 auto 535i Luxury H 39.2 5.7 169 42 £44685  
3.0 auto 535i M Sport H 39.2 5.7 169 42 £44740  
4.4 V8 auto 550i Luxury J 32.8 4.6 199 46 £57610  
4.4 V8 auto 550i M Sport J 32.8 4.6 199 46 £57910  
2.0 518d SE C 62.8 9.7 119 30 £30865  
2.0 518d M Sport C 62.8 9.7 119 31 £33665  
2.0 520d SE C 62.8 8.1 119 33 £32365  
2.0 520d M Sport C 62.8 8.1 119 34 £35165  
2.0 525d SE D 57.6 7.0 129 33 £36980  
2.0 525d M Sport D 57.6 7.0 129 34 £39910  
3.0 auto 530d SE E 55.4 5.8 134 34 £44155  
3.0 auto 530d M Sport E 55.4 5.8 134 34 £44255  
3.0 auto 530d M Sport E 55.4 5.8 134 34 £44270  
3.0 auto 535d M Sport E 53.3 5.3 138 45 £48920  
3.0 auto ActiveHybrid 5 SE F 44.1 5.9 149 44 £47790  
3.0 auto ActiveHybrid 5 Luxury F 44.1 5.9 149 44 £48825  
3.0 auto ActiveHybrid 5 M Sport F 44.1 5.9 149 44 £50625  
4.4 V8T DCT M5 L 28.5 4.3 232 48 £73970  
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed

**5 Series Gran Turismo** - 5004x1901mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 47th

2.0 auto 520d SE F 51.4 8.9 144 33 £38045  
2.0 auto 520d Luxury F 51.4 8.9 144 34 £40845  
3.0 auto 530d SE G 48.7 6.2 153 43 £46965  
3.0 auto 530d Luxury G 48.7 6.2 153 44 £48965  
3.0 auto 535i Luxury J 34.4 6.1 192 44 £49465  
3.0 auto 535d Luxury G 47.9 5.7 154 46 £51085  
4.4 V8 auto 550i Luxury K 30.7 5.0 214 46 £59515  
M Sport: same price as 520d Luxury, add £800 to 530d, 535d, 535d Luxury, add £950 to 550i Luxury

	Eco band	MPG	l/100km	CO <sub>2</sub>	Insurance group	List price
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**7 Series** - 5098x5238x1902mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto 740Li G 41.5 5.6 159 44 £72060  
3.0 auto 740Li M Sport G 40.4 5.6 164 45 £75710  
3.0 auto 730d D 60.1 6.1 124 46 £64530  
3.0 auto 730d M Sport D 57.6 6.1 129 46 £68180  
3.0 auto 730d L D 58.9 6.2 127 46 £68480  
3.0 auto 730d M Sport E 56.5 6.2 132 46 £72760  
xDrive: add £2730 to 730d

**2 Series Active Tourer** - 4342x1800mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5T 218i SE C 57.6 9.2 115 13 £23010  
2.0T 220i Sport E 47.9 7.5 137 20 £26310  
2.0T 225i xDrive auto Luxury F 44.1 6.3 148 23 £32745  
1.5 216d SE A 74.3 10.6 99 11 £23945  
2.0 218d SE B 68.9 8.9 109 15 £25090  
1.5T 220d Sport C 64.2 7.6 115 21 £27790  
Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

**X1** - 4439x1821mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 sDrive18d SE B 68.7 9.2 109 N/A £26780  
2.0 xDrive20d Sport D 58.0 7.6 127 N/A £30630  
2.0 xDrive20i auto Sport F 44.8 7.4 146 N/A £31225  
2.0 xDrive25d auto xLine E 56.5 6.6 132 N/A £36060  
Auto: add £1550 to 18d/20d, xDrive: add £1500 to sDrive18d, Sport: add £1500 to SE, xLine/M Sport: add £3000 to SE

**X3** - 4657x1881mm, **EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 24th

2.0 xDrive20d SE E 54.3 8.1 136 30 £33795  
3.0 auto xDrive30d SE G 49.6 5.9 159 39 £40295  
3.0 auto xDrive35d M Sport G 47.1 5.3 157 43 £45895  
Auto: add £1550, xLine: add £1500, M Sport: add £3000

**X4** - 4657x1881mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 xDrive20d SE E 54.3 8.1 136 31 £37395  
3.0 auto xDrive30d xLine G 49.6 5.9 159 39 £45395  
3.0 auto xDrive35d M Sport G 47.1 5.3 157 43 £49495  
Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

**X5** - 4886x1938mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.4 auto xDrive50i SE L 27.2 5.0 242 49 £61185  
2.0 auto xDrive25d SE F 50.4 8.2 149 42 £44280  
2.0 auto xDrive25d SE G 48.7 8.2 154 42 £46565  
3.0 auto xDrive30d SE G 45.6 6.9 162 44 £49365  
3.0 auto xDrive40d SE G 45.6 5.9 164 47 £52025  
2.0 hybrid auto xDrive40e SE A 85.6 6.8 77 41 £51845  
3.0 auto M50d xDrive I 42.2 5.3 177 49 £65040  
4.4 V8T auto X5 M M 25.4 4.2 258 50 £90180  
M Sport: add £4700 to 30d SE or £4125 50i SE, seven seats: add £1410

**X6** - 4909x1989mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto M50d xDrive H 42.8 5.2 174 50 £67390  
3.0 auto xDrive30d SE G 45.1 6.7 157 45 £51615  
3.0 auto xDrive40d SE G 45.6 5.8 165 46 £54275  
3.0 auto xDrive50i SE K 29.1 4.8 225 49 £63535  
4.4 V8T auto X6 M M 25.4 4.2 258 50 £93080  
M Sport: add £4120 to 50i SE or £4700 30d SE

**2 Series Coupe** - 4432x1774mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 220i Sport F 46.3 7.0 142 25 £26730  
2.0 220i M Sport F 44.8 7.0 148 26 £28080  
2.0 228i M Sport G 42.8 5.8 154 30 £28945  
3.0 M235i J 34.9 5.0 189 39 £30575  
2.0 218d SE C 65.7 8.9 114 20 £24950  
2.0 218d M Sport C 62.8 8.9 119 21 £27300  
2.0 220d Sport C 62.8 7.2 119 24 £27550  
2.0 220d M Sport D 58.9 7.2 125 25 £28900  
2.0 auto 225d M Sport D 60.1 6.3 124 33 £32655  
3.0T M2 J 33.2 4.5 199 N/A £40070  
Auto: add £1335 to 220i, £1545 to M235i, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £3100-£3450 (not 218d, M2)

**4 Series Coupe** - 4638x1825mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** 19th

2.0 420i SE F 46.3 7.3 144 30 £30125  
2.0 420i Luxury F 46.3 7.3 144 30 £32625  
2.0 428i SE G 42.8 5.9 154 33 £33520  
3.0 428i Luxury G 42.8 5.9 154 34 £36020  
3.0 435i Luxury I 35.8 5.4 185 36 £41725  
3.0 435i M Sport I 35.8 5.4 185 36 £42365  
2.0 420d SE D 60.1 7.5 124 29 £32495  
2.0 420d Luxury D 60.1 7.5 124 30 £34995  
2.0 425d SE E 56.5 6.7 131 34 £35430  
2.0 425d Luxury E 56.5 6.7 131 34 £37930  
3.0 auto 430d Luxury D 57.6 5.5 129 40 £40315  
3.0 auto 430d M Sport D 57.6 5.5 129 40 £40945  
3.0 auto 435d xDrive Luxury F 52.3 4.7 143 41 £45245  
3.0 auto 435d xDrive M Sport F 52.3 4.7 143 41 £45745  
3.0T M4 K 32.1 4.3 204 42 £57055  
3.0T M4 GTS J 34.0 3.8 199 N/A £120770  
Auto: add £1515-£1360, xDrive: add £1535 to 420i, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £4200-£5880 (not 420i, 430d, 435d), M Sport: add £1500 to SE, M Sport: add £500 to Luxury

**Z4** - 4239x4244x1790mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.0 sDrive18i G 41.5 7.9 159 38 £29690  
2.0 sDrive20i G 41.5 6.9 159 38 £31790  
2.0 sDrive28i M Sport G 41.5 5.7 159 40 £39340  
3.0 sDrive35i M Sport K 30.1 5.2 219 41 £44960  
3.0 DCT sDrive35i K 31.4 4.8 210 43 £47905  
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

**6 Series** - 4894x1894mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

3.0 auto 640i SE I 37.2 5.3 176 47 £59430



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£92350

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

18 - 4689x1942mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

1.5 TTT eDrive auto 18

## CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2  
Warranty: 1 year

Seven - 3100x3300x1270-1505mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 57C 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

## CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1  
Warranty: 5 years/100000 miles

Corvette - 4493x1877mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** N/A

6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£69810
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£74410

## CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196  
Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** N/A

64hp auto C-Zero

C1 - 3466x1984mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 36th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Airscape: add £500 to select models

C3 - 3941x1728mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 163rd

1.0 PureTech (68) VT	B	64.2	14.2	102	8	£11075
1.0 PureTech (68) VTR+	B	62.8	14.2	104	9	£12495
1.2 PureTech (82) VTR+	B	61.4	14.2	107	12	£13515
1.2 PureTech (82) Selection	B	61.4	14.2	107	12	£13865
1.2 PureTech (110) S&S Exclusive	B	62.8	10.6	104	18	£15640
1.6 BlueHDi (75) VT	A	80.7	11.3	90	16	£13425
1.6 BlueHDi (75) VTR+	A	80.7	11.3	90	16	£14785
1.6 BlueHDi (75) Selection	A	80.7	11.3	90	16	£15135
1.6 BlueHDi (100) Exclusive	A	83.1	10.8	87	19	£16790

ETG auto: add £620 to 1.2 PureTech (82) VTR+

C4 - 4329x1789mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13480
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG Feel	A	80.7	11.4	92	16	£16890

Flair: add £1400 to Feel

C5 - 4779x1860mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 112th

2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24150
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25750

Auto: add £2415 to 2.0 HDi Exclusive, C5 Tourer: add £1110

Berlingo Multispace - 4300x1810mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 126th

1.6 VTI (95) Touch	F	44.1	12.8	148	10	£13355
1.6 BlueHDi (75) Feel	C	65.7	15.1	113	12	£15440
1.6 BlueHDi (100) Feel	C	65.7	12.4	113	14	£16040
1.6 BlueHDi (100) ETG Feel	B	67.3	14.3	109	14	£16740
1.6 BlueHDi (100) XTR	C	65.7	12.4	113	15	£17890
1.6 BlueHDi (100) ETG XTR	B	67.3	14.3	109	15	£18440
1.6 BlueHDi (120) XTR	C	64.2	11.4	115	17	£18540

Feel Edition: add £1400 to Feel

C3 Picasso - 4078x1730mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 108th

1.2 PureTech (110) VT	C	56.5	N/A	115	13	£13490
1.2 PureTech (110) VTR+	C	56.5	N/A	115	14	£15555
1.2 PureTech (110) Selection	C	56.5	N/A	115	14	£16105
1.2 PureTech (110) Exclusive	C	56.5	N/A	115	14	£16650
1.6 BlueHDi (100) VTR+	B	72.4	N/A	101	16	£16620
1.6 BlueHDi (100) Selection	B	72.4	N/A	101	16	£17170
1.6 BlueHDi (100) Exclusive	B	72.4	N/A	101	16	£17720

C4 Picasso - 4428x1826mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** 77th

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£18270
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£18725
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£19570
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£20025
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£20785
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£22085
1.6 THP (165) EA7E Exclusive	D	50.4	8.4	130	21	£22710
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23050

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

Grand C4 Picasso - 4597x1826mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£19970
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£20425
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£21725
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£21725
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£22485
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£23785
1.6 THP (165) EA7E Exclusive	D	50.4	8.4	130	21	£24410
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24750

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

## DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127  
Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Sandero Stepway - 4057x1733mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** 53rd

0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9395

Laureate: add £1800 to Ambiance

Logan - 4450x1740mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 48th

1.2 16v (75) Access	E	48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Duster - 4316x1822mm, **EURO-NCAP N/A**  
**DRIVER POWER POS:** 91st

1.6 16v (105) Access ZWD	G	39.8	11.5	165	6	£9495
1.6 16v (105) Ambiance ZWD	G	39.8	11.5	165	6	£10495
1.5 dCi (110) Ambiance ZWD	D	56.5	11.8	130	10	£11995
1.5 dCi (110) Laureate ZWD	D	56.5	11.8	130	11	£13495

4WD: add £2000, Laureate Prime: add £500 to Laureate

## DS

www.drivesds.co.uk / Brochure: 0800 023 4000 / Dealers: 195  
Warranty: 3 years/60000 miles

DS 3 - 3948x3962x1715-1717mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 67th

1.2 PureTech (82) D5ign	B	61.4	12.3	107	10	£13295
1.2 PureTech (110) D5Style	B	62.8	9.6	104	19	£15995
1.2 PureTech (110) EA7E D5Style	B	60.1	N/A	108	19	£17495
1.2 PureTech (110) 1955 Edition	B	62.8	9.6	104	21	£19095
1.2 P'Tech (110) EA7E Dark Light	B	60.1	N/A	108	21	£20795
1.6 BlueHDi (100) D5Style	A	83.1	10.8	87	22	£16595
1.6 THP (165) D5Sport	D	50.4	7.5	129	25	£16995
1.6 BlueHDi (120) D5Style	A	78.5	9.3	94	24	£17195
1.6 BlueHDi (120) D5Sport	A	78.5	9.3	94	24	£19295
1.6 BlueHDi (120) 1955 Edition	A	78.5	9.3	94	24	£19695
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£20795
1.6 BlueHDi (120) Ultra Prestige	A	78.5	9.3	94	24	£20995

Cabrio: add £2460 (selected models), D5Style: add £1500 to D5ign

DS 4 - 4275x1810mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 123rd

1.2 PureTech (130) D5ign	C	55.4	10.0	119	18	£18695
1.6 BlueHDi (120) D5ign	A	74.3	12.2	100	21	£19895
1.2 PureTech (130) D5Style Nav	C	54.3	10.0	120	18	£21295
1.6 BlueHDi (120) D5Style Nav	B	70.6	12.2	103	21	£22495
1.6 THP (165) EA7E D5Style Nav	D	50.4	N/A	130	22	£22595
2.0 BlueHDi (150) D5Style Nav	A	64.2	N/A	103	25	£23445
1.6 THP (200) D5Sport	F	44.1	8.5	149	31	£23840
2.0 BlueHDi (150) D5Sport	B	70.6	N/A	103	25	£24330
1.6 BlueHDi (120) 1955 Edition	B	70.6	12.2	103	22	£24595
2.0 8Hdi (180) EA7E D5Style Nav	C	64.2	N/A	115	27	£25710
2.0 BlueHDi (180) EA7E D5Sport	C	64.2	N/A	115	28	£26590

Auto: add £1200 to BlueHDi (120)

DS 5 - 4530x1871mm, **EURO-NCAP ★★★★★**  
**DRIVER POWER POS:** 106th

1.6 BlueHdi (120) Elegance	B	70.6	12.7	104	25	£25980
1.6 THP (165) EA7E Elegance	E	47.9	10.4	136	25	£26980
2.0 BlueHdi (150) Elegance	B	68.9	10.6	105	29	£27140
2.0 BlueHdi (150) Prestige	B	68.9	10.6	105	30	£29560
2.0 BlueHdi (150) 1955 Edition	B	68.9	10.6	105	30	£29660
2.0 BlueHdi (180) EA7E Elegance	C	64.2	9.9	114	33	£29620
2.0 BlueHdi (180) EA7E Prestige	C	64.2	9.9	114	33	£32040
2.0 Hdi auto Hybrid4 (200) Eleg	B	72.4	9.3	103	28	£32470
2.0 Hdi auto Hybrid4 (200) Prestige	B	72.4	9.3	103	28	£32470





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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.5 TDCi (120) Titanium	B	68.9	11.3	105	17	£21395
2.0 TDCi (150) Titanium	C	64.2	9.5	114	25	£22895
Auto: add £1250 to diesels; Titanium X: add £2000 to 1.0 EcoBoost (125), 1.5 TDCi and 2.0 TDCi Titanium; Grand C-MAX: add £1600 (not 1.6 Ti-VCT)						
<b>S-MAX - 4795x1916mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24545
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25245
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£25995
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26245
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£27895
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28445
2.0 EcoBoost (240) auto Titanium	I	35.8	8.4	180	26	£31300
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32460
2.0 TDCi (180) auto 4WD Titanium Spt	F	48.7	10.5	149	24	£32945
Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium						
<b>Galaxy - 4848x1916mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26445
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27595
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28345
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28595
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£29995
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£30795
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35205
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36145
Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium; add £1365 to 2.0 TDCi (180) auto Titanium X; Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)						
<b>EcoSport - 4235x1765mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 (112) Zetec	F	44.8	13.3	149	9	£14245
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15145
1.5 TDCi (95) Zetec	C	64.2	N/A	115	N/A	£15895
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17045
Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec						
<b>Ranger - 5359x1850mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak; Limited 2: add £600 to Limited						
<b>Kuga - 4524x1838mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: 110th</b>						
1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22895
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD; Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD); Titanium X: add £2750 to Titanium; Titanium X Sport: add £5700 to Titanium						
<b>Mustang - 4784x1916mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995
Auto: add £1500; Convertible: add £4000						
<b>GREAT WALL</b>						
greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54						
Warranty: 6 years/125000 miles						
<b>Steed - 5040x1800mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198
<b>HONDA</b>						
www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196						
Warranty: 3 years/60000 miles						
<b>Jazz - 3995x1694mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.3 i-VTEC S	C	56.5	11.2	116	13	£13495
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14595
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15715
1.3 i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£16815
Auto: add £1100						
<b>Civic - 4300x1770mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 41st</b>						
1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.8 i-VTEC S	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19815
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0T VTEC Type R	H	38.7	5.7	170	33	£29995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32295
Auto: add £1400-£1415 to 1.8 i-VTEC SE Plus; add £1990 to S, EX Plus; add £1800 to 1.8 i-VTEC SR; £2000 to 1.6 i-DTEC SR; Civic Tourer: add £1000-£1550 (not 1.4, Type R)						
<b>HR-V - 4294x1772mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.5 i-VTEC (130) S	D	50.4	10.7	130	21	£17995
1.5 i-VTEC (130) SE	D	50.4	10.7	130	21	£19745
1.5 i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£19745
1.6 i-DTEC (120) S	B	70.6	10.1	104	23	£19745
1.6 i-DTEC (120) SE	B	70.6	10.1	104	23	£21495
Auto: add £970 to 1.5 i-VTEC (not S), EX: add £3450 to SE						
<b>CR-V - 4570x1820mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 21st</b>						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£27570
1.6 i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470
Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S						
<b>HYUNDAI</b>						
www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162						
Warranty: 5 years/unlimited miles						
<b>i10 - 3665x1660mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 3rd</b>						
1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860
Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium						
<b>i20 - 4035x1734mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.2 (75) S Sdr	C	58.9	13.6	112	5	£10695
1.1 CRDi (75) S Blue Sdr	A	58.3	16.0	84	6	£12445
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£12725
1.4 (100) SE Sdr	D	51.4	11.6	127	10	£13325
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14225
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£14725
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£13725
1.4 (100) Premium Sdr	D	51.4	11.6	127	10	£15325
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£15725
Auto: add £900 to 1.4 (100), S Air: add £750 to S Premium SE: add £1000 to Premium; i20 Coupe: same price as Sdr (1.2 SE and 1.4 CRDi (90) only); i20 Coupe Sport: same price as i20 Sdr Premium (1.2 SE and 1.4 CRDi (90) only)						
<b>i30 - 4300x1780mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.4 (100) S Sdr	E	47.1	13.2	138	8	£15195
1.6 CRDi (110) Blue Drive S Sdr	A	78.4	11.5	94	11	£17195
1.4 (100) SE Sdr	E	47.1	13.2	138	8	£16495
1.6 (120) auto SE Sdr	G	41.5	11.9	158	10	£17895
1.6 CRDi (110) Blue Drive SE Sdr	A	78.4	11.5	94	12	£18495
1.6 (120) Premium Sdr	F	44.8	11.9	145	12	£20295
1.6 CRDi (135) Premium Sdr	B	70.6	10.2	104	13	£22295
1.6T-GDi (186) Turbo SE Sdr	H	38.7	8.0	169	21	£22495
Auto: add £1300 to 1.6 CRDi SE and Premium; i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr						
<b>i40 - 4740x1770x1815mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 35th</b>						
1.7 CRDi (115) BD 5	B	66.0	N/A	110	13	£19600
1.7 CRDi (141) BD 5	C	63.0	N/A	114	18	£20400
1.7 CRDi (115) BD SE Nav	B	66.0	N/A	110	13	£20400
1.7 CRDi (141) BD SE Nav	C	63.0	N/A	114	19	£22400
1.7 CRDi (115) BD Premium	C	66.0	N/A	118	13	£25600
1.7 CRDi (141) BD Premium	D	63.0	N/A	128	19	£27600
Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1750 (add £1350 to Premium), SE Nav Business: add £1500 to SE Nav						
<b>ix20 - 4100x1765mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.4 Active	D	50.0	12.9	130	8	£13665
1.4 Classic	D	50.0	12.9	130	7	£12815
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 Auto Active	G	44.0	12.2	154	10	£15100
1.6 Auto Style	G	44.0	12.2	154	10	£15960
<b>ix35 - 4410x1820mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: 124th</b>						
100kW Fuel Cell EV	A	N/A	12.5	0	N/A	£53105
<b>Tucson - 4475x1850mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
1.6 GDi (132) ISG 5	F	44.8	11.5	147	N/A	£18895
1.7 CRDi (116) ISG 5	C	61.7	13.7	119	N/A	£20955
2.0 CRDi (136) ISG SE Nav	B	58.9	10.6	127	N/A	£24195
2.0 CRDi (185) 4WD SE Nav	G	47.9	9.8	154	N/A	£26695
1.7 CRDi (116) ISG Premium	C	61.7	13.7	119	N/A	£25955
2.0 CRDi (136) ISG Premium	D	58.9	10.6	127	N/A	£26445
2.0 CRDi (185) 4WD Premium	G	47.9	9.8	154	N/A	£28845
1.6 T-GDi (177) 4WD Premium	I	37.2	9.5	177	N/A	£28945
Auto: add £1350 to 2.0 CRDi 4WD, add £1450 to 1.6 T-GDi, SE: add £1800 to 1.7, 4WD: add £1630, Premium SE: add £1900 to Premium (not 1.7 CRDi)						
<b>Santa Fe - 4690x1880mm, EURO-NCAP☆☆☆☆</b>						
<b>DRIVER POWER POS: N/A</b>						
2.2 CRDi Style 2WD S-seat	G	47.9	9.8	155	18	£27800
2.2 CRDi Style 4WD S-seat	G	46.3	9.8	159	19	£28000
2.2 CRDi Premium 4WD S-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium 4WD 7-seat	G	46.3	9.8	159	20	£32720
Auto: add £1705 to 4WD models, Seven-seat: add £1200						
<b>Genesis - 4990x1890mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
3.8 V6 GDi Genesis	M	25.2	6.5	261	42	£47995
<b>INFINITI</b>						
www.infiniti.co.uk / Dealers: 10						
Warranty: 3 years/60000 miles						
<b>Q30 - 4425x1805mm, EURO-NCAP N/A</b>						
<b>DRIVER POWER POS: N/A</b>						
1.6i Q30 SE	E	47.1	10.7	138	N/A	£20550
1.5d Q30 SE	B	68.9	12.0	108	N/A	£21200
2.2d auto Q30 SE DCT	C	64.2	N/A	118	N/A	£24700
1.6i Q30 Premium	E	47.1	10.7	138	N/A	£21600
1.5d Q30 Premium	B	68.9	12.0	108	N/A	£22550
2.2d auto Q30 Premium DCT	C	64.2	N/A	116	N/A	£25750
1.2d Sport	E	62.3	12.0	108	N/A	£26180



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
2.2d auto Q30 Sport DCT	C	62.6	N/A	117	N/A	£29380
2.0t Sport	C	42.2	N/A	156	N/A	£31930
Auto: add £1500 to 1.5d Premium, 4WD: add £1550 to 2.2d DCT, Business Executive: add £2530 to Premium, Premium Tech: add £13500 to Premium						

#### Q50 - 4790x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£28950
2.2d Q50 Premium	C	64.2	8.5	114	40	£31350
2.2d Q50 Sport	C	64.2	8.5	114	40	£33720
3.5 V6 auto Q50 Hybrid Sport	F	45.6	5.1	144	42	£40700
3.5 V6 at Q50 Hybrid Sport AWD	G	41.5	5.4	159	42	£42350
Auto: add £1550 to 2.2d						

#### Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£43250
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£33400
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£36600
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44850

#### QX50 - 4635x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34490
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38445
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38980
Premium spec: add £3600 to GT models						

#### QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£43100
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£45350
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£43250
3.7 V6 auto QX70S	M	23.0	6.8	282	47	£45350
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54750
Premium spec: add £4450 to GT and S models						

### ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97  
Warranty: 5 years/125000 miles

#### D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043
Auto: add £1200 to Yukon, Utah						

### JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97  
Warranty: 3 years/unlimited miles

#### XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	22	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	24	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	24	£32975
2.0d (180) SE	B	67.3	7.4	109	25	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	27	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	27	£33675
2.0i (200) auto SE	I	37.7	7.1	179	24	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	27	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	29	£33095
2.0i (240) auto Portfolio	I	37.7	6.5	179	29	£33745
3.0i S/C (340) auto S	F	34.9	4.9	194	35	£44870
Auto: add £1750 to 2.0d, 4WD: add £1800 to 2.0d (180) auto, Prestige: add £1000 to SE						

#### XF - 4954x1987mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) Prestige	B	71.7	8.2	104	N/A	£32300
2.0d (163) R-Sport	B	71.7	8.2	104	N/A	£34200
2.0d (163) Portfolio	B	71.7	8.2	104	N/A	£36400
2.0d (180) Prestige	C	65.7	7.5	114	N/A	£32800
2.0d (180) R-Sport	C	65.7	7.5	114	N/A	£35100
2.0d (180) Portfolio	C	65.7	7.5	114	N/A	£37300
3.0d (300) V6 auto S	F	51.4	5.8	144	N/A	£49950
3.0 V6 S/C (380) auto S	F	34.0	5.1	198	N/A	£49950
Auto: add £1750						

#### XJ - 5122x2474x1894mm, EURO-NCAP N/A

DRIVER POWER POS: 7th

3.0d V6 auto Luxury	F	49.6	5.9	149	48	£58690
3.0d V6 auto Premium Luxury	F	49.6	5.9	149	48	£62690
3.0d V6 auto Portfolio	F	49.6	5.9	149	49	£69725
3.0d V6 auto R-Sport	F	49.6	5.9	149	49	£71625
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	49	£74185
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	49	£76085
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	50	£100000
5.0 V8 S/C auto XJR	M	25.5	4.4	264	50	£92405
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £8625 to 3.0d R-Sport						

#### F-Pace - 4731x1936mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (180) Prestige	D	57.7	8.5	129	N/A	£34170
2.0d (180) AWD Prestige	E	54.3	8.2	134	N/A	£36110
2.0d (180) auto AWD Prestige	E	53.3	8.2	139	N/A	£37860
3.0d V6 (300) auto AWD S	G	47.1	5.8	159	N/A	£51450
3.0 V6 S/C (380) auto AWD S	K	31.7	5.1	209	N/A	£51450
3.0d V6 (300) auto AWD First Ed	G	47.1	5.8	159	N/A	£52525
R-Sport: add £2500 to Prestige, Portfolio: add £2500 to R-Sport						

#### F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: 34th

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models						

### JEEP

www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73

Warranty: 3 years/60000 miles

#### Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 M'jet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£22995
2.0 M'jet (170) auto 4WD Trailhawk	G	48.7	8.9	151	15	£27995
Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude						

#### Wrangler - 4223x4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830
Wrangler Special Order programme: prices from £29025-£34445						

#### Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 M'jet (170) 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245
Longitude Plus: add £2200, Limited: add £5700						

#### Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

### KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170  
Warranty: 7 years/100000 miles

#### Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 125th

1.0 I 3dr	B	62.8	14.1	105	2	£8345
1.25 Chilli 3dr	B	61.4	11.5	106	6	£11495
1.0 I 2dr	B	62.8	14.1	105	2	£10145
1.25 I 2dr	B	61.4	11.5	106	5	£10745
1.25 I 3dr	B	61.4	11.5	106	6	£11745
1.25 I 4dr	B	61.4	11.5	106	6	£12295
Auto: add £600 to Picanto 2, 3 and Chilli, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1						

#### Rio - 4045x1720mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 59th

1.25 I 3dr	B	56.5	12.9	115	2	£10345
1.25 I 3dr	B	56.5	12.9	115	2	£10245
1.4 I 5G 3dr	B	56.5	11.0	114	7	£13045
1.4 I 5G 3dr	B	56.5	11.0	114	7	£14445
1.4 CRDi 1 I 5G 3dr	A	74.3	13.4	98	6	£15545
1.1 CRDi 1 I 5G 3dr	A	85.6	16.1	86	2	£12245
1.1 CRDi 2 I 5G 3dr	A	78.5	15.9	94	2	£14145
1.4 CRDi 2 I 5G 3dr	A	74.3	13.4	98	6	£14745
1.4 I 5G 3dr	B	56.5	11.0	114	7	£16345
1.4 CRDi 4 I 5G 3dr	A	74.3	13.4	98	7	£17445
Auto: add £905 to 1.4 I 2 and 3.5dr, 5dr: add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio i						

#### Soul - 4140x1800mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.6 GDI Start	G	41.5	10.6	158	9	£12800
1.6 GDI Connect	G	41.5	10.6	158	10	£15000
1.6 CRDi Connect	E	56.5	10.8	132	9	£16600
1.6 GDI Mixx	H	38.7	10.6	170	11	£18355
1.6 CRDi Mixx	D	56.5	10.8	132	10	£21400
81.4kW Soul EV	A	N/A	10.8	0	19	£24995
Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx						

#### Cee'd - 4260-4310x1790mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 38th

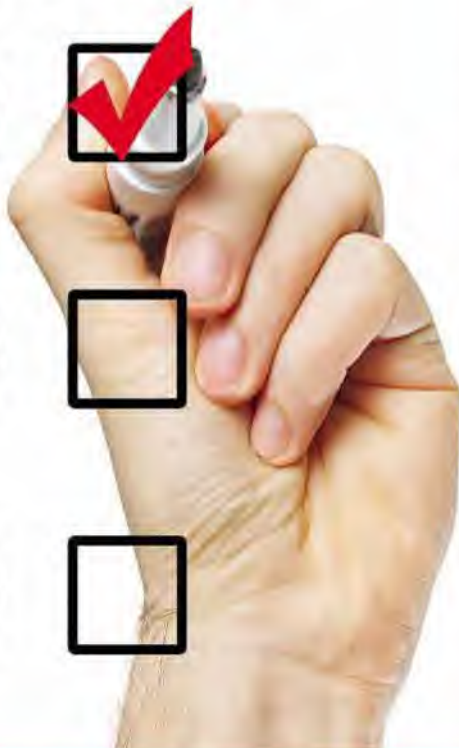
1.4 I 5dr	E	47.1	12.3	138	N/A	£14905
1.4 CRDi 1 5dr	B	67.3	13.0	107	N/A	£16195
1.6 CRDi 1 5dr	A	78.5	9.5	94	N/A	£16795
1.0 T-GDI (98) 2 5dr	A	57.6	12.3	113	N/A	£17545
1.6 CRDi 2 5dr	A	74.3	9.5	99	N/A	£18895
1.0 T-GDI (118) 3 5dr	C	57.6	10.7	115	N/A	£20120
1.6 CRDi 3 5dr	A	74.3	9.5	99	N/A	£20695
1.6 CRDi 4 5dr	B	72.4	9.8	102	N/A	£22955
1.0 T-GDI (118) GT-Line 5dr	C	65.7	10.5	112	N/A	£22920
1.6 CRDi GT-Line 5dr	B	72.4	9.8	102	N/A	£20795
1.6 T-GDI GT 5dr	H	38.2	7.3	170	N/A	£23605
1.6 GDI pro_cse d 2 3dr	D	52.3	9.8	124	N/A	£17155
1.6 T-GDI (98) pro_cse d 2 3dr	C	57.6	12.4	113	N/A	£17845
1.6 CRDi pro_cse d 2 3dr	A	74.3	9.5	99	N/A	£18395
1.0 T-GDI (118) pro_cse d GT-Li 3dr	C	57.6	10.7	115	N/A	£19270
1.6 CRDi pro_cse d GT-Line 3dr	B	72.4	9.8	102	N/A	£20295
1.6 CRDi pro_cse d 5dr	A	74.3	9.5	99	N/A	£20365
S&T, add £815 to get 1.6 CRDi (1.1), Sportswagon add £720, S&T, add £815 to get 1.4 4-door, add £2000 to 4x4						



# DRIVER POWER

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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6T auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GTS	M	23.9	4.7	274	50	£108185

**GranTurismo** - 4881-4933x1847-1915mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

**GranCabrio** - 4881-4933x1847-1915mm, **EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

## MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170  
Warranty: 3 years/60,000 miles

**2 - 4060x1695mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

**3 - 4465x1795mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 39th

1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D. Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

**6 - 4870x1840mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 49th

2.0 (145) SE	D	51.4	9.5	129	18	£19995
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22995
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

**5 - 4585x1750mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£20495

**CX-3 - 4275x1785mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.5D (105) SE	B	70.6	10.1	105	15	£18995
1.5D (105) SE-L	B	70.6	10.1	105	13	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	15	£21895

Auto: add £1200 to (120) petrol, £1300 to 4WD Sport Nav Diesel, 4WD: add £1500 to Sport Nav Diesel

**CX-5 - 4540x1840mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 64th

2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

**MX-5 - 3890x1730mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22895

## MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136  
Warranty: 3 years/unlimited miles

**A-Class - 4292x1780mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 119th

1.6 A 180 SE	D	51.4	8.9	127	21	£21065
1.5 A 180 d SE	A	80.7	11.3	89	17	£22140
2.1 A 200 d SE	B	74.3	9.3	106	21	£23215
1.6 A 180 Sport	E	50.4	8.9	131	21	£22190
1.5 A 180 d Sport	B	72.4	11.3	102	17	£23135
1.6 A 200 Sport	E	49.6	8.1	132	25	£23715
2.1 A 200 d Sport	C	65.7	9.3	111	21	£24210
1.6 A 180 AMG Line	E	49.6	8.9	134	21	£23485
1.5 A 180 d AMG Line	B	68.9	11.3	107	17	£24430
1.6 A 200 AMG Line	E	49.6	8.1	134	25	£25010
2.1 A 200 d AMG Line	C	62.8	9.3	116	21	£25505
2.0 T A 250 AMG	G	41.5	6.3	158	31	£29030
2.1 DCT A 220 d Motorsport Ed	B	67.3	7.5	109	21	£31635
2.0 DCT AMG A 45 AMG	G	40.9	4.2	162	44	£39995

Auto: add £1450 to SE, add £1320 to Sport and AMG Line, add £1415 to A 250 AMG, Executive: add £995 to SE, Sport and AMG Line, Premium: add £1695 to Sport and AMG Line, add £1895 to A 250 AMG, Motorsport Edition and A 45 AMG, Premium Plus: add £2995 to Sport and AMG Line, 4MATIC: add £1500 to A 220 d DCT, add £1535 to A 250 AMG DCT

**B-Class - 4393x1786mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 118th

1.6 B 180 SE	D	50.4	9.3	129	19	£21500
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	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22575
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
2.1 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	B	67.3	8.3	109	20	£27125
132kW ED Sport	A	N/A	7.9	0	20	£26950
132kW ED Electric Art	A	N/A	7.9	0	20	£27245

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2020 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

**CLA-Class - 4630x1777mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33405
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 CDI

**C-Class - 4686x1810mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 42nd

2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32850
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
2.0 auto C 350 e Sport	A	134.5	5.9	48	38	£33270
4.0 V8T auto AMG C 63	J	34.5	4.1	192	47	£60060
4.0 V8T auto AMG C 63 S	J	34.5	4.0	192	48	£66810

Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200

**E-Class - 4879x1854mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** 61st

2.1 auto E 220 BlueTEC AMG Night D	D	57.7	8.3	128	39	£37565
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34870
2.0 auto E 250 AMG Night Edition	F	46.3	7.4	142	41	£38785
2.0 auto E 250 SE	E	47.9	7.4	138	41	£36070
3.0 auto E 350 BlueTEC AMG Ni	E	53.3	6.4	139	46	£42010
5.5 V8T MCT E 63 AMG	L	28.8	4.2	230	47	£74725
5.5 V8T MCT E 63 AMG S	L	28.5	4.1	232	49	£84720

Estate: add £1790-£1915

**CLS-Class - 4940x1881mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510

Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S

**S-Class - 5116x5453x1899mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	F	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 auto S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.0 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£142735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 65	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750

Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L

**Citan - 4321-4705x1829mm, EURO-NCAP** ★★★★★  
**DRIVER POWER POS:** N/A

1.5 108 CDI Traveliner Long	C	65.7	N/A	112	7	£19948
1.5 109 CDI Traveliner Long	C	65.7	N/A	112	9	£20284
1.5 111 CDI Traveliner Long	D	64.2	N/A	123	14	£22102
1.2 112 Traveliner	E	46.3	N/A	140	12	£19666

Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI

**V-Class - 4895-5370x1928mm, EURO-NCAP** N/A  
**DRIVER POWER POS:** N/A

2.1 auto V220 BlueTEC SE	G	45.6	11.8	163	31	£41845
2.1 auto V250 BlueTEC SE	G	44.8	9.1	166	33	£43520
2.1 auto V220 BlueTEC Sport	G	45.6	11.8	163	33	£44340
2.1 auto V250 BlueTEC Sport	H	44.8	9.1	166	37	£46015

Extra Long: add £1535

**GLA-Class - 4417x1804**



Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
5.5 V8TT auto 4MT AMG GLE 63 S	M 23.7	4.2	278	50	£96555
designo Line: add £9295 to AMG Line					

#### GLS-Class - 5141x1982mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto GLS 350 d 4MT AMG Line	J	37.2	7.8	199	N/A	£69100
3.0 auto GLS 350 d 4MT designo L	J	37.2	7.8	199	N/A	£78095
5.5 V8TT auto 4MATIC GLS 63 AMG	M	23.0	4.6	288	N/A	£102330

#### G-Class - 4763x1855mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50	£87795
5.5 V8TT auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675

#### C-Class Coupe - 4696-4750x1810-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 C 200 Sport	D	53.3	7.7	123	N/A	£30955
2.0 auto C 300 Sport	F	44.8	6.0	146	N/A	£35460
2.1 C 220 d Sport	B	68.9	7.8	106	N/A	£33465
2.1 C 250 d Sport	B	67.3	6.7	109	N/A	£36120
4.0 V8TT auto AMG C 63	J	32.8	4.0	200	N/A	£61160
4.0 V8TT AMG C 63 S	J	32.8	3.9	200	N/A	£67910
Auto: add £1500, AMG Line: add £1495-£1625						

#### E-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: 61st

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635
2.1 auto E 220 d AMG Line	D	57.7	8.3	129	40	£39310
2.0 auto E 350 d AMG Line	E	54.3	6.2	136	47	£42640
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46425
E-Class Cabriolet: add £3370-£3500						

#### S-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V8TT auto AMG S 63	L	47.1	4.2	237	50	£125605
6.0 V12TT auto AMG S 65	M	37.2	4.1	279	50	£183075

#### SLK-Class - 4134x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 SLK 200 AMG Sport	G	43.5	7.0	150	43	£34715
2.1 auto SLK 250 d	C	70.6	6.6	114	45	£33020
2.1 auto SLK 250 d AMG Sport	C	70.6	6.6	114	45	£37020
3.5 auto SLK 300 AMG Sport	E	47.1	5.8	138	45	£38545
5.5 V8 AMG SLK 55	J	33.6	4.6	195	50	£55350
Auto: add £1505 to SLK 200						

#### SL-Class - 4617x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6TT auto SL 400 AMG Sport	I	36.7	5.2	179	50	£73575
4.7 auto SL 500 AMG Sport	K	31.0	4.6	212	50	£83130
5.5 V8TT auto AMG SL 63	L	28.0	4.2	234	50	£114185
6.0 V12TT auto AMG SL 65	M	24.4	4.0	279	50	£173360
Mille Miglia 4717 Ed: add £11760 to SL 400, add £12205 to SL 500						

#### AMG GT - 4546x1939mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8TT (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 V8TT (510) DCT AMG GT S	K	30.1	3.8	219	50	£110500

#### MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46  
Warranty: 3 years/60000 miles

#### MG3 - 4018x1729mm, EURO-NCAP ★★

DRIVER POWER POS: 10th

1.5 (106) 3 Time	D	51.5	10.4	124	4	£8399
1.5 (106) 3 Form	D	51.5	10.4	124	4	£9599
1.5 (106) 3 Form Sport	D	51.5	10.4	124	4	£9899
1.5 (106) 3 Style	D	51.5	10.4	124	4	£10499
1.5 (106) 3 Style Lux	D	51.5	10.4	124	4	£10999

#### MG6 - 4651x1827mm, EURO-NCAP N/A

DRIVER POWER POS: 28th

1.9 DTI-TECH 5 Sdr	C	61.4	8.4	119	17	£13995
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	£16195
1.9 DTI-TECH 15 Sdr	C	61.4	8.4	119	17	£17995

#### MINI

www.mini.co.uk / Brochure: 0800 083 5464 / Dealers: 148  
Warranty: 3 years/unlimited miles

#### MINI - 3821-3850x1727mm, EURO-NCAP ★★

DRIVER POWER POS: 9th

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW)						

#### Clubman - 4253x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5T Cooper	C	55.4	9.1	118	N/A	£19995
2.0T Cooper S	F	46.5	7.2	144	N/A	£22755
2.0 Cooper D	B	68.9	8.6	109	N/A	£22265

#### Convertible - 3821-3850x1727mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5T Cooper	C	55.4	8.8	114	N/A	£18475
2.0 Cooper D	A	70.6	10.3	100	N/A	£20225
2.0T Cooper S	E	47.1	7.3	139	N/A	£22430

#### Paceman - 4110x1789mm, EURO-NCAP N/A

#### DRIVER POWER POS: N/A

1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	M	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

#### Countrymen - 4097x1789mm, EURO-NCAP ★★

DRIVER POWER POS: 113th

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21860
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

#### mitsubishi

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113  
Warranty: 5 years/unlimited miles

#### Mirage - 3710x1665mm, EURO-NCAP ★★

DRIVER POWER POS: N/A

1.0 Mivec 1	A	67.3	13.6	96	15	£9054
1.2 Mivec 2	A	68.9	11.7	96	18	£11054
1.2 Mivec 3	A	65.7	11.7	100	18	£12054
1.2 Mivec auto 3	A	68.9	12.8	95	18	£13054

#### ASX - 4295x1770mm, EURO-NCAP ★★

DRIVER POWER POS: 95th

1.6 Mivec 2C	E	48.7	11.5	135	15	£15434
1.6 Mivec 2C-M	E	47.9	11.5	136	15	£17684
1.6 Di-D 2C-M	C	61.4	11.2	119	18	£19554
1.6 Di-D 4WD 2C-H	E	56.5	11.2	132	18	£23684
2.2 Di-D auto 4WD 2C-H	G	48.7	10.8	152	23	£25134

#### Outlander - 4655x1800mm, EURO-NCAP ★★

DRIVER POWER POS: 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£23984
2.2 Di-D GX3	E	52.3	10.2	140	23	£26784
2.2 Di-D GX4	E	52.3	10.2	140	24	£30684
2.2 Di-D auto GX4s	G	48.7	11.7	153	22	£24234
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28304	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£23954	
2.0 Hybrid auto GX4hs PHEV	A	148.011.0	44	24	£35054	
Auto: add £1700 to GX3, add £1450 to GX4, GX5h/GX5hs: add £5000 to GX4h/GX4hs						

#### L200 - 5205x1785mm, EURO-NCAP ★★

DRIVER POWER POS: N/A

2.5 Di-D 4Life Double Cab	H	44.1	12.2	169	12	£23698
2.5 Di-D Titan Double Cab	H	42.8	10.4	173	13	£24898
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13	£27658
2.5 Di-D Barbarian Double Cab	H	42.8	10.4	173	13	£28558
Auto: add £1400 to Warrior/Barbarian, Black: add £700 to Barbarian						

#### Shogun - 4385-4900x1875mm, EURO-NCAP N/A

DRIVER POWER POS: 81st

3.2 DI-DC SWB 5G2	K	36.2	9.7	207	32	£27144
3.2 DI-DC SWB Warrior	K	36.2	9.7	207	30	£30314
3.2 DI-DC LWB 5G2	K	34.9	10.5	213	32	£29544
3.2 DI-DC auto LWB 5G3	K	33.2	11.1	224	34	£34744
Auto: add £1685 to 5G2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, 5G4: add £3000 to 5G3						

#### MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18  
Warranty: 2 years/unlimited miles

#### 3 Wheeler - 3225x1720mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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#### Roadster - 4010x1630-1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200
4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster						

#### Aero - 4147x1751mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£126900
Manual: no cost option						

#### NISSAN

www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225  
Warranty: 3 years/60000 miles

#### Micra - 3780x1675mm, EURO-NCAP ★★

DRIVER POWER POS: N/A

1.2 (80) Visia	C	56.5	13.7	115	5	£9640
1.2 (80) Acenta	C	56.5	13.7	115	5	£11615
1.2 (80) Tekna	C	56.5	13.7	115	5	£13015
1.2 DIG-S (98) Visia	A	65.7	11.3	99	8	£11390
1.2 DIG-S (98) Acenta	A	65.7	11.3	99	9	£12715
1.2 DIG-S (98) Tekna	A	65.7	11.3	99	8	£14115
Auto: add £1000 to 1.2 Acenta/Visia, £1500 to DIG-S Tekna, n-tec: add £785 to Acenta						

#### Note - 4100x1690mm, EURO



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Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience; add £200 to Calima Ambience

RCZ - 4290x1845mm, EURO-NCAP N/A  
DRIVER POWER POS: 74th

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22350
1.6 THP (200) GT	G	42.1	7.6	155	33	£27150
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£24200
1.6 THP (270) R	F	44.8	5.9	145	42	£32250

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport, GT Line: add £350 to 1.6 THP (200) GT

### PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36  
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£67474
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86080
4.8 V8 PDK Panamera GT5	L	26.4	4.4	249	50	£93391
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
4.8 V8 TTD PDK Panamera Turbo S	L	27.7	4.1	239	50	£131152

Macan - 4681x1923mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.0 TDI PDK Macan	H	39.2	6.9	168	35	£41578
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£44660
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£44636
3.0 V6 PDK Macan GT5	K	31.4	5.2	212	N/A	£55188
3.6 V6 TTD PDK Macan Turbo	K	31.7	4.8	208	44	£60994

Cayenne - 4855x1939x1954mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£49576
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50441
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	40	£62099
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62099
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60845
3.6 V6 Tiptronic Cayenne GT5	L	28.8	5.2	228	50	£72523
4.8 V8 TTD Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£93574
4.8 V8 TTD Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£118455

Boxster - 4374-4414x1801mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£39553
3.4 Boxster S	K	32.1	5.1	206	43	£47858
3.4 Boxster GT5	K	31.4	5.0	211	44	£45372
3.4 Boxster Spyder	L	28.5	4.5	230	46	£60459

PDK: add £1782 (add £2201 to GT5, not Spyder)

Cayman - 4380-4438x1801mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GT5	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	48	£64451

PDK: add £1782 (add £2351 to GT5, not GT4)

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

3.0TT Carrera	J	34.0	4.6	190	N/A	£76412
3.0TT Carrera S	J	32.5	4.3	199	N/A	£85857
3.8 Carrera GT5	K	29.7	4.4	223	47	£91098
3.0TT Carrera Cabriolet	J	33.2	4.8	195	N/A	£85253
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	N/A	£94698
3.8 Carrera GT5 Cabriolet	L	29.1	4.6	228	50	£99602
3.0TT Carrera 4	K	36.7	4.5	201	N/A	£81398
3.0TT Carrera 4S	K	35.8	4.2	204	N/A	£90843
3.8 Carrera 4 GT5	L	28.5	4.4	233	50	£95862
3.0TT Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£90240
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£99684
3.8 Carrera 4 GT5 Cabriolet	L	28.2	4.6	235	50	£104385
3.0TT Targa 4	K	35.8	4.7	206	N/A	£90240
3.0TT Targa 4S	K	35.3	4.4	208	N/A	£99684
3.8 Targa 4 GT5	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	L	29.1	3.2	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK Turbo Cabriolet	L	28.5	3.3	231	50	£129223
3.8 PDK Turbo S Cabriolet	L	28.5	3.2	231	50	£150857
3.8 PDK Turbo S Exclusive GB Ed	L	29.1	3.1	227	50	£150504
3.8 PDK GT3	M	22.8	3.5	289	49	£100540
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£131296

PDK: add £2238-£2947

### RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153  
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.0 ScE (70) Expression	B	62.8	12.0	105	2	£9495
1.0 ScE (70) Play	B	62.8	12.0	105	3	£9995
1.0 ScE (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, EURO-NCAP N/A  
DRIVER POWER POS: 5th

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18443
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20043

Battery hire: from £25 per month (included with 'i' models)

Clio - 4062x1731mm, EURO-NCAP N/A  
DRIVER POWER POS: 70th

1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12675
0.9T TCe (90) Expression+	B	62.8	12.2	104	9	£13675

1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14975
1.2 16v (75) Dynamique Nav	B	51.4	15.4	127	8	£13675
0.9T TCe (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T TCe (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC R'sport Trophy	E	47.9	6.6	135	29	£21780

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe

Megane - 4295x1808mm, EURO-NCAP N/A  
DRIVER POWER POS: 94th

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique Nav	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£19245
1.5 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 TCe GT 220	H	38.7	7.6	169	31	£23250

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4295x1808-1848mm, EURO-NCAP N/A  
DRIVER POWER POS: 94th

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique Nav	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.5 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 TCe GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430

Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600

Scenic - 4366x1845mm, EURO-NCAP N/A  
DRIVER POWER POS: 78th

1.2 TCe (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 TCe (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.2 TCe (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 TCe (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCe, 1.5/1.6 dCi (not XMOD)

Grand Scenic - 4573x1845mm, EURO-NCAP N/A  
DRIVER POWER POS: 78th

1.2 TCe (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21790
1.2 TCe (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£22615
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£23715

Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 TCe, 1.5/1.6 dCi

Captur - 4122x1778mm, EURO-NCAP N/A  
DRIVER POWER POS: 44th

0.9T TCe (90) Expression+	C	56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15995
0.9T TCe (90) Dynamique Nav	C	56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
1.2 TCe (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A	76.4	11.0	98	16	£17695

Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav

Kadjar - 4449x1836mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

1.2 TCe (130) Expression+	D	50.4	10.1	126	16	£17995
1.5 dCi (110) Expression+	A	74.3	11.9	99	14	£19895
1.2 TCe (130) Dynamique Nav	D	50.4	10.1	126	16	£19695
1.5 dCi (110) Dynamique Nav	A	74.3	11.9	99	14	£21595
1.6 dCi (130) Dynamique Nav	C	65.7	9.9	113	17	£22795

Auto: add £1200 to dCi (110), Dynamique S Nav: add £800 to Dynamique Nav, Signature Nav: add £2000 to Dynamique Nav, 4WD: add £1500 to dCi (130)

### ROLLS-ROYCE

www.rolls-roycemotors.com / Brochure: 01243 384000 / Dealers: 6  
Warranty: 4 years/unlimited miles

Ghost - 5399x1948mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.6 V12 auto Ghost	M	20.8	4.7	327	N/A	£181875
6.6 V12 auto Ghost Extended WB	M	20.6	4.8	329	N/A	£207115

Wraith - 5281x1947mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.6 V12 auto Wraith	M	20.2	4.4	327	N/A	£192095
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Phantom - 5609-6090x1987-1990mm, EURO-NCAP N/A  
DRIVER POWER POS: N/A

6.7 V12 auto Phantom	M	19.1	5.7	347	N/A	£259655
6.7 V12 auto Phantom Coupe	M	19.1	5.6	347	N/A	£283335
6.7 V12 auto Phantom DHC	M	19.1	5.6	347	N/A	£299895
6.7 V12 auto Phantom EWB	M	18.9	5.8	349	N/A	£304295



	Eco band	MPG	0-60mph	CO <sub>2</sub>	Insurance group	List price
<b>Ibiza</b> - 4031-4072x1693mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 169th						
1.0 12v (75) SE 3dr	C	54.3	14.3	118	8	£10000
1.0 12v (75) S A/C 3dr	C	54.3	14.3	118	8	£11865
1.0 12v (75) SE 5dr	C	54.3	14.3	118	8	£12595
1.0 12v (75) V16ia 3dr	C	54.3	14.3	118	8	£12995
1.0 EcoTSI (95) SE 3dr	A	68.9	10.4	94	14	£13525
1.2 TSI (90) Connect 3dr	C	57.6	10.7	116	13	£14170
1.2 TSI (110) FR 3dr	C	54.3	9.1	119	18	£14485
1.2 TSI (110) FR Red Edition 3dr	C	54.3	9.1	119	18	£15285
1.0 EcoTSI (110) DSG FR 3dr	B	64.2	9.3	102	17	£15690
1.4 EcoTSI (150) FR 3dr	B	58.9	7.6	110	24	£16245
1.4 TDI (75) S A/C 3dr	B	74.3	12.9	101	13	£14645
1.4 TDI (75) SE Economotive 3dr	B	74.3	12.9	101	13	£15575
1.4 TDI (105) FR 3dr	A	78.5	9.9	95	19	£16885
5dr: add £450 to 3dr (not 1.0 B), 5T: add £700 (selected models)						

<b>Toledo</b> - 4482x1703mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.2 TSI (85) S	C	55.4	11.8	119	10	£14265
1.2 TSI (105) S	C	56.5	10.4	116	13	£15295
1.2 TSI (105) I-TECH	C	56.5	10.4	116	15	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	17	£17965
1.6 TDI (105) Economotive S	B	72.4	10.6	104	15	£17155
1.6 TDI (105) Economotive I-TECH	B	72.4	10.6	104	15	£18870
SE Nav: add £1200 to 5 (not 1.2 TSI (85))						

Leon - 4263x1784mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 4th						
1.2 TSI S 5dr	C	57.6	9.9	114	12	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	£17815
1.2 TSI SE 5dr	C	57.6	9.9	114	13	£17235
1.4 TSI SE 5dr	C	54.3	9.2	119	17	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	£18935
1.6 TDI (110) Economotive SE 5dr	A	85.6	10.7	87	14	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	£20285
1.4 TSI ACT FR 5dr	B	54.3	8.0	109	20	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	25	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	£21830
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	22	£22820
2.0 TSI (265) Cupra 3dr	F	44.1	5.9	149	26	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	26	£27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	23	£28870
DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI 3dr; £300 less than 5dr, Leon ST: add £825						

<b>Alhambra</b> - 4854x1904mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
2.0 TDI (140) Economotive S	F	50.0	10.9	146	18	£25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	21	£32420
DSG: add £1285, SE: add £1875 to 5, SE Lux: add £5315 to 5						

SKODA						
www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135						
Warranty: 3 years/60000 miles						
Citigo - 3563x1641mm, EURO-NCAP★★★★★						
DRIVER POWER POS: 31st						
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) Black 3dr	B	62.8	14.4	105	2	£9990
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	A	67.3	13.2	98	2	£10465
ASG auto: add £305 to SE and SE L (75), 5dr add £350, GreenTech: add £360 to (60) SE and Elegance						

<b>Fabia</b> - 3992x1732mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840
Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models						

<b>Rapid</b> - 4483x1706mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 25th						
1.2 (90) S	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) S	A	78.5	11.7	94	14	£16280
1.6 TDI (115) S	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135
Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE						

<b>Octavia</b> - 4659x1814mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 11th						
1.2TSI (110) S	C	57.7	10.2	114	13	£16285
1.6TDI (110) S	A	74.3	10.6	99	13	£18300
1.2TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6TDI (110) SE L	A	74.3	10.6	99	14	£21390
2.0TDI (150) SE L	B	70.6	8.4	106	20	£22335
1.8TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26465
2.0TDI (150) Laurin & Klement	B	70.6	8.4	106	22	£26465
1.6TDI (110) GreenLine 1.6i	B	80.7	10.5	90	15	£20225
2.0TDI (184) vRS	C	64.2	8.1	115	26	£24075
2.0TSI (220) vRS	F	45.6	6.8	142	29	£23830
2.0TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200
DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only)						

	Eco band	MPG	0-60mph	CO <sub>2</sub>	insurance group	List price
<b>Superb</b> - 4856-4861x1864mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13	£21590
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TSI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TSI (280) 4x4 DSG SE L Exec	A	5.8	165	27	£31020	
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24	£27320
DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE diesels, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI)						

<b>Yeti</b> - 4223x1793mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> 2nd						
1.2 TSI (110) S	D	51.4	10.9	128	15	£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15	£18550
2.0 TDI (110) S	C	62.8	11.6	118	14	£18300
2.0 TDI (110) SE	C	62.8	11.6	118	14	£19850
2.0 TDI (150) Monte Carlo 4x4	E	55.4	9.1	134	21	£24375
1.4 TSI (150) Outdoor L&K 4x4	F	44.8	8.7	147	21	£24960
2.0 TDI (150) Outdoor SE 4x4	E	55.4	9.1	134	20	£22690
2.0 TDI (150) Outdoor L&K 4x4	E	55.4	9.1	134	21	£26180
DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor S and Outdoor SE						

SMART

www.thsmart.co.uk / Brochure: 0800 000 8080 / Dealers: 48

Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition #1	A	68.9	14.4	93	3	£13225
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition #1	A	67.3	10.4	97	9	£13820

proxy, same price as prime

<b>forfour</b> - 3495x1665mm, <b>EURO-NCAP</b> ★★★★★						
<b>DRIVER POWER POS:</b> N/A						
1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition #1	A	67.3	15.9	97	3	£13720
proxy: same price as prime						

SSANGYONG

[www.ssangyonggb.co.uk](http://www.ssangyonggb.co.uk) / Brochure: 0845 456 4056 / Dealers: 68  
Warranty: 5 years/unlimited miles

Turismo

- 5130x1915mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 S	J	37.2	14.2	199	27	£17995
2.0 ES	J	37.2	14.2	199	27	£19995
2.0 EX auto 4WD	K	34.9	14.2	212	29	£23995

Auto: add £1500 to ES

Tivoli

- 4195x1795mm, EURO-NCAP N/A

DRIVER POWER POS: N/A



	Eco lead	MPG	CO <sub>2</sub>	Insurance group	List price
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	£12730
1.3 CDTi (75) S/e eFLX Design 3dr	A	74.3	14.8	100	£13150
1.3 CDTi (95) S/e eFLX Design 3dr	A	85.6	11.9	87	£13650
1.2i (70) SRI 3dr	D	53.6	16.0	124	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	£12595
1.3 CDTi (75) S/e eFLX SRI 3dr	A	74.3	14.8	99	£13845
1.3 CDTi (95) S/e eFLX SRI 3dr	A	88.3	11.9	85	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	£13240
1.3 CDTi (75) S/e eFLX SE 3dr	A	74.3	14.8	99	£14490
1.3 CDTi (95) S/e eFLX SE 3dr	A	88.3	11.9	85	£14990
1.6T (205) VXR 3dr	H	37.7	6.5	174	£30795

Auto: add £655 to 1.4i (90) (not Life, Stung, Limited Edition), 3dr: add £600 (not Strig R), SRI VXR-Line: add £1035 to SRI

#### Astra - 4370x1809mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4i (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design	A	76.3	9.0	99	19	£18180
1.4i (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	65.7	10.5	99	13	£17995
1.4T (125) Energy	D	52.3	8.5	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4i (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	B	64.2	10.5	102	11	£18595
1.4T (150) SRI	D	51.4	7.8	126	17	£18895
1.6T (200) SRI	F	45.6	7.3	148	20	£20435
1.6 CDTi (110) SRI	A	76.3	10.3	97	14	£19595
1.6 CDTi (136) SRI	B	72.4	9.0	103	16	£20780
1.6 BiCDTi (160) SRI	B	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech Line: add £700 to Design, Elite: add £720 to SRI (not 1.4i (100)), Astra Sports Tourer: add £290 (selected models)

#### Insignia - 4842x1855mm, EURO-NCAP N/A DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/e Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/e Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (110) Design 5dr	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design 5dr	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/e SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI 5dr	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/e SRI 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/e SRI VXR-Line 5dr	H	39.2	7.5	166	26	£22449
1.4T (140) S/e Elite 5dr	J	60.1	8.7	108	15	£21574
1.6T (170) S/e Elite 5dr	E	47.9	9.2	139	20	£22564
2.0T (250) S/e Elite 5dr	H	39.2	7.5	169	26	£22609
2.0 CDTi (120) S/e Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23374
2.0 CDTi (163) ecoFLEX Elite 5dr	C	65.7	9.5	114	20	£23734
2.0 BiTurbo (195) S/e auto Elite 5dr	D	60.1	8.7	125	24	£27379

2.8 V6T VXR SuperSport 5dr L 27.0 5.6 249 37 29769

Auto: add £1400 to 2.0 CDTi (130), £1600 to 2.0 CDTi (163), £2010 to 2.0T, Saicor: same price as SRI (selected models), Sports Tourer: add £1400, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VXR-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

#### Meriva - 4288x1812mm, EURO-NCAP N/A DRIVER POWER POS: 186th

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4 VVT (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4 VVT (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4 VVT (140) SE (a/c)	E	44.2	10.3	151	14	£20005
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S

#### Zafira Tourer - 4658x1884mm, EURO-NCAP N/A DRIVER POWER POS: 79th

1.4T (140) S/e Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/e SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	165	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	165	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	E	54.0	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/e SE	C	63.0	10.6	119	15	£22300
2.0 CDTi (130) e FLEX S/e Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/e Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/e SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/e SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/e BiTurbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

#### Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 88th

1.6 16v (115) S/e Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/e Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/e Exclusiv	D	60.1	8.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

#### Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) SE AWD	H	43.0	9.9	167	25	£21630
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.9	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	205	20	£19800

	Eco lead	MPG	CO <sub>2</sub>	Insurance group	List price
Auto: add £1185, Diamond: add £800 to Exclusive diesels					

#### GTC - 4466x1840mm, EURO-NCAP N/A DRIVER POWER POS: 172nd

1.4T (120) S/e Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/e Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/e Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/e Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/e Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/e BiTurbo	D	53.3	7.8	129	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£27270

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

#### Cascade - 4596x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/e SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/e SE	E	54.3	9.6	138	23	£26800
2.0 CDTi (165) auto SE	E	45.6	9.6	163	23	£27600
2.0 CDTi BiTurbo (195) S/e SE	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

#### VXR6 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GT5	M	18.5	4.2	363	50	£54509
6.2 V8 GT5 auto	M	18.0	4.2	373	50	£56234

#### VOLKSWAGEN

www.volkswagen.co.uk / Brochure: 0800 333 666 / Dealers: 223

Warranty: 3 years/60000 miles

#### up! - 3540x1641mm, EURO-NCAP N/A DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13580
BEV (82) e-up! 3dr	A	N/A	12.4	0	10	£19270

Auto: add £595 to Move up and High up, 3dr: add £375 to 3dr, BMT: add £360 to Move and High up

#### Polo - 3970-3972x1682mm, EURO-NCAP N/A DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11300
1.0 (60) S A/c 3dr	B	60.1	15.5	106	8	£12020
1.0 (60) SE 3dr	B	60.1	15.5	106	8	£12635
1.0 (75) SE 3dr	B	58.9	14.3	108	10	£13160
1.3 TSI (90) SE 3dr	B	60.1	10.8	107	15	£13780
1.3 TSI (90) R-Line 3dr	B	60.1	10.8	107	15	£16230
1.4 TDI (75) SE 3dr	A	83.1	12.9	88	13	£14845
1.0 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£16310
1.0 TSI (110) R-Line 3dr	B	58.9	9.3	110	19	£16960
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14780
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£16820
1.4 TDI (90) R-Line 3dr	A	83.1	10.9	88	16	£17470
1.4 TSI (150) Blue GT 3dr	B	58.9	7.8	110	24	£17910
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18900

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, 3dr: add £630, SE Design: add £1100 to SE

#### Beetle - 4278x1808mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.2 TSI (105)	E	47.9	10.9	137	10	£16275
2.0 TDI (110)	C	65.7	11.0	112	13	£18100
1.2 TSI (105) Design	E	47.9	10.9	137	11	£18670
2.0 TDI (110) Design	C	65.7	11.0	112	14	£20475
1.4 TSI (150) Design	G	42.8	8.3	153	18	£20265





# Citroen takes year out of WRC

■ **New car in the works for 2017**  
 ■ **WTCC effort will end after 2016**



**Stephen Errity**

Stephen\_Errity@dennis.co.uk

**AE** CITROEN is set to take a year out of the World Rally Championship (WRC) next season in order to develop a new car for the series' revised regulations in 2017.

The French brand will also bring its highly successful World Touring Car Championship (WTCC) campaign to an end after the 2016 season, having competed for three years.

Frenchman Sebastien Loeb, a nine-time World Rally Champion and six-time WTCC race winner for Citroen, will not drive for the brand next year. He's instead moving to sister marque Peugeot to contest a full season of off-road rallies in a 2008 DKR, beginning with the Dakar in January.

Citroen Racing team principal Yves Matton said: "We have never hidden our interest in the 2017 WRC regulations and the entire team is extremely motivated by this new challenge. We like the freedom granted to make the cars more spectacular.

"With a view to managing our resources efficiently, we have decided to focus all our efforts in 2016 on our new World Rally Car."

With the departure of Loeb, the Citroen WRC squad will be reduced to two cars for 2016: one for Frenchman Yvan Muller and another for Argentinian Jose Maria Lopez.

The latter will be shooting for a hat-trick of world titles with the French manufacturer

Citroen's Meeke wrapped up his 2015 campaign with a Wales Rally GB podium



after coming out on top both this year and in the brand's inaugural season in 2014.

Commenting on his switch to Peugeot, Loeb said: "This is an opportunity for me to continue in what is a new discipline to me.

"I'll need time to learn and I'm delighted to be able to build on the experience that's brought me nine WRC titles and several

WTCC victories, as well as adventures like Pikes Peak two years ago with Peugeot."

Of Citroen's current WRC drivers, Mads Ostberg is expected to switch to Ford, while Kris Meeke could drive with a private team.

**Citroen's double touring-car champ Lopez (right) will have to find a new team in '17**



## Formula E to race at Mexico City F1 track

MEXICO City's revamped Formula One circuit will play host to the Formula E electric racing series on 12 March next year. The venue for the fifth round of the second season was initially unconfirmed, but a deal has now been finalised with the Autodromo Hermanos Rodriguez, which hosted the Mexican Grand Prix at the start of this month.

Formula E will use a modified version of the F1 track (right), ruling out laptime comparisons. "I'm confident this will be one of the most memorable races of the season," said Formula E boss Alejandro Agag.



## Rosberg on a roll as F1 heads to Abu Dhabi

HE may not have taken the F1 World Drivers' Championship, but Mercedes' Nico Rosberg has hit a rich vein of form since team-mate Lewis Hamilton clinched the crown, winning both the Mexican and Brazilian Grands Prix.

Sunday's season finale at the Yas Marina circuit in Abu Dhabi is the final opportunity for the increasingly bitter rivals to go head-to-head before the long winter break starts.

Rosberg himself says that there has been no 'magic bullet' to explain his

sudden turnaround since Hamilton won the title, telling reporters in Brazil: "It's very complex. It's been a matter of digging in, pushing on and trying to understand more.

"I've been trying to make improvements where I can, but there has not been one big thing I've changed. I've been going at it, and made progress, which has been great."

The last race of the season will be live on both Sky Sports F1 and the BBC, with lights going out at 1pm UK time on Sunday.

### ON THE UP

Rosberg (right) has taken the fight to Hamilton since the title was decided
































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 <b>Fiat Grande Punto</b> BHP: 130 ➡ 155 Torque: 206 ➡ 243	 <b>Ford Mondeo</b> BHP: 115 ➡ 144 Torque: 221 ➡ 259	 <b>Honda Jazz</b> BHP: 140 ➡ 165 Torque: 251 ➡ 285	 <b>Jaguar XF</b> BHP: 200 ➡ 232 Torque: 332 ➡ 373	 <b>Jeep Wrangler</b> BHP: 197 ➡ 224 Torque: 339 ➡ 380
 <b>Kia Cee'd</b> BHP: 140 ➡ 170 Torque: 225 ➡ 263	 <b>Kia Sportage</b> BHP: 181 ➡ 210 Torque: 282 ➡ 321	 <b>Mazda CX-5</b> BHP: 173 ➡ 199 Torque: 310 ➡ 350	 <b>Maserati Quattroporte</b> BHP: 271 ➡ 333 Torque: 440 ➡ 535	 <b>Mini Cooper</b> BHP: 170 ➡ 211 Torque: 258 ➡ 297
 <b>Nissan Qashqai</b> BHP: 173 ➡ 201 Torque: 266 ➡ 304	 <b>Nissan X-Trail</b> BHP: 173 ➡ 201 Torque: 266 ➡ 304	 <b>Peugeot RCZ</b> BHP: 163 ➡ 196 Torque: 240 ➡ 278	 <b>Porsche Panamera</b> BHP: 250 ➡ 299 Torque: 406 ➡ 459	 <b>Range Rover Sport</b> BHP: 292 ➡ 332 Torque: 442 ➡ 487
 <b>Renault Clio</b> BHP: 86 ➡ 104 Torque: 148 ➡ 182	 <b>Seat Leon</b> BHP: 184 ➡ 215 Torque: 280 ➡ 319	 <b>Skoda Octavia</b> BHP: 150 ➡ 180 Torque: 236 ➡ 274	 <b>Toyota Hilux</b> BHP: 177 ➡ 216 Torque: 330 ➡ 398	 <b>Vw Beetle</b> BHP: 130 ➡ 160 Torque: 230 ➡ 267

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\*The power given is general per brand of car and different models may differ





**AE** THERE are aspects of motoring life in America that we would rather not have in Britain, to a very much.

For example, in Pennsylvania, Howard W. Altemos is a State Constable (his official title) who recently shot an unarmed, retreating motorist, Kevin McCullers. The bullet was pumped into him at 7.30am as he sat in his driveway. It lodged in his spine and left him permanently paralysed from the waist down.

So McCullers must be a hardcore, armed and dangerous fugitive, right? Er, wrong. The man was “wanted – for unpaid parking tickets”.

America can keep its guns and its iffy system of law enforcement/justice. But on a more optimistic note, there are plenty of US ideas and products that it could and should send our way.

“Accident forgiveness” rather than financial punishment is the intriguing approach of at least one car insurer in America. Some car dealers currently scream “you work, you drive” to anyone with a job, regardless of salary levels or credit histories.

Monthly car leasing at \$59 (just over £1 a day) is a reality. But more popular are tempting 72-month deals comprising zero deposit, zero first month's payment and zero interest charges.

Gifts from dealers of pre-paid debit cards are increasingly common as they attempt to woo/incentivise/reward customers. Some have been offering \$1 to potential buyers every day they stop by the dealership – even if they do so hundreds of times a year and never buy a car.

Free car washes, vouchers for shopping malls and tickets for major sporting events are other worthwhile ‘bribes’ for consumers merely thinking of purchasing new cars. For those who actually buy, discounts of \$14,000 are possible – even on humble Hyundais.

Don't like dealing face to face with car salesmen? Not a problem. Multi-storey glass and concrete credit card-operated machines are claimed to be the next big thing. The US driver who's happy grabbing everything from cold drinks to hot pizza from vending machines will now enjoy the same buying experience when acquiring their next car.

God bless America... and Kevin McCullers.



**Mike Rutherford**

**Motoring's most outspoken and opinionated columnist sounds off**

**America can keep its guns, but there are plenty of ideas and products that it could and should send our way**

**Do you agree with Mike?**

Have your say at [facebook.com/autoexpress](https://facebook.com/autoexpress) @The\_Rutherford

# next week

**DRIVEN**



## Ultimate GTI

Volkswagen unleashes new 261bhp Golf Clubsport – and we get behind the wheel

**TESTED**



## New Clubman

The big verdict as MINI estate goes head-to-head with key rivals from Volvo and VW

**TESTED**



## Porsche 911 GT3 RS vs Nissan GT-R

1,000bhp battle sees stripped out road racer face Nismo Track Edition of Japanese supercar

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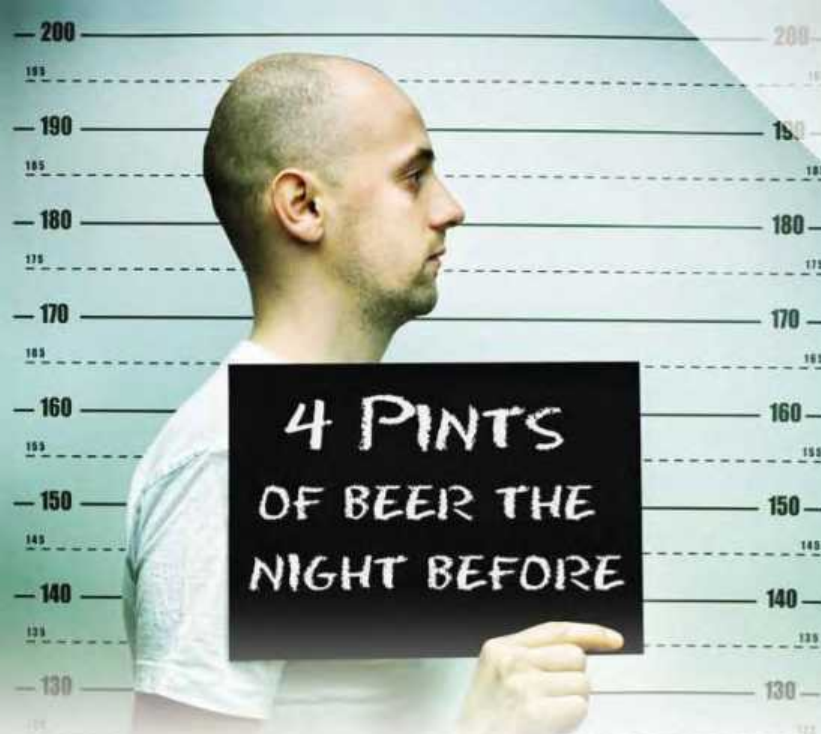
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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.





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